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AD A090288

A Comprehensive Analytical Model of Rotorcraft Aerodynamics and Dynamics.
Part II. User's Manual.

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July 1980

NASA

National Aeronautics and
Space Administration

United States Army
Aviation Research
and Development
Command

80 10 3 059

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A Comprehensive Analytical Model of Rotorcraft Aerodynamics and Dynamics
Part II: User's Manual

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A COMPREHENSIVE ANALYTICAL MODEL OF ROTORCRAFT AERODYNAMICS AND DYNAMICS

Part II: User's Manual

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SUMMARY

The use of a comprehensive analytical model of rotorcraft aerodynamics and dynamics is described. This analysis is designed to calculate rotor performance, loads, and noise; the helicopter vibration and gust response; the flight dynamics and handling qualities; and the system aeroelastic stability. The analysis is a combination of structural, inertial, and aerodynamic models, that is applicable to a wide range of problems and a wide class of vehicles. The analysis is intended for use in the design, testing, and evaluation of rotors and rotorcraft, and to be a basis for further development of rotary wing theories. This report describes the use of the computer program that implements the analysis.

1. PROGRAM SUMMARY

The computer program calculates the loads and motion of helicopter rotors and airframe. First the trim solution is obtained; then the flutter, flight dynamics, and/or transient behavior can be calculated. Either a new job can be initiated, or further calculations can be performed for an old job.

For a new job, the input consists of block data or an input file (the program can create the input file from the block data), and airfoil files. Then namelists are read for additional data, particularly case-specific inputs. One or more cases can be run for a new job.

For an old job, the input consists of a restart file (written during the execution of a previous job), and namelists. Only one case can be run for an old job. The job can be resumed either at the point where the trim solution was completed, or it can be resumed in one of the subsequent tasks. For a trim restart, any or all of the other tasks can be initiated. For flutter, flight dynamics, or transient restarts, only that task can be done.

For both new and old jobs, a scratch file is usually needed; and the job may write data on the restart file. In the flutter and flight dynamics tasks, eigenvalue data may be written on a file.

For both new and old jobs, a case namelist is always read to define the job, and a trim namelist is read to define the flight condition and analysis tasks. Component and task namelists may be read as required.

The loads and motion solution is obtained by an iterative process. The inner-most loop consists of the rotor and airframe motion calculation, for prescribed control positions, induced velocity distribution, and mean shaft motion. Convergence of the motion solution is determined by comparing the calculated harmonics every few revolutions. The next loop consists of

the uniform or nonuniform rotor-induced velocity calculation, followed
by the motion solution. Convergence is determined by comparing the rotor
thrust or circulation used to calculate the induced velocity with that
resulting after the motion has been re-calculated. Before beginning the
circulation and motion iterations, the blade bending and torsion modes are
calculated. If the rotor nonuniform induced velocity is used, there is
an additional outer loop, consisting of calculation of the rotor wake
influence coefficients followed by the circulation and motion iterations.
To calculate the influence coefficients, the prescribed or free wake geometry
must be evaluated. Having completed the motion solution, the performance,
loads, vibration, and noise can be evaluated as required.

The trim analysis proceeds in stages. In the first stage the trim
solution is obtained for uniform inflow; in the second and third stages the
trim solution is obtained for nonuniform inflow, with prescribed or free
wake geometry respectively. The analysis can stop at any of these stages.
Within each stage, the aircraft controls and orientation are incremented
until the equilibrium of forces required for the specified trim state is
achieved.

In the flutter analysis, the matrices are constructed that describe
the linear differential equations of motion, and the equations are analyzed.
Optionally the equations are reduced to just the aircraft rigid body
degrees of freedom (by a quasistatic reduction), and the equations are
analyzed as for the flight dynamics task.

In the flight dynamics analysis, the stability derivatives are
calculated and the matrices are constructed that describe the linear differential
equations of motion. These equations are analyzed (optionally including
a numerical integration as for the transient analysis).

In the transient analysis, the rigid body equations of motion are
numerically integrated, for a prescribed transient gust or control input.

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2. SUBPROGRAM FUNCTIONS

The following pages list the subprograms that constitute the analysis, and state the primary function of each subprogram. Only the subprograms for rotor #1 are listed; the subprograms for rotor #2 have identical functions.

Subprogram
Name

MAIN	Primary job and analysis control
TIMER	Program timer
INPTN	Input for new job
INPTO	Input for old job
INPTA1	Read airfoil table file
INPTR1	Read rotor namelist
INPTW1	Read wake namelist
INPTB	Read body namelist
INPTL1	Read loads namelist
INPTF	Read flutter namelist for new job
INPTS	Read flight dynamics namelist for new job
INPTT	Read transient namelist for new job
INPTG	Read flutter namelist for old job
INPTU	Read flight dynamics namelist for old job
INPTV	Read transient namelist for old job
FILEI	Read or write input file
FILEJ	Read or write trim data file
FILER	Read or write restart file
FILEF	Read or write flutter restart file
FILES	Read or write flight dynamics restart file
FILET	Read or write transient restart file
FILEE	Write eigenvalue file
INIT	Initialization
INITA	Initialize environment parameters
INITC	Initialize case parameters
INITR1	Initialize rotor parameters
INITB	Initialize airframe parameters
INITE	Initialize drive train parameters
CHEKR1	Check for fatal errors

Subprogram
Name

PRNTJ   Print job input data
PRNTC   Print case input data
PRNT   Print trim input data
PRNTR1   Print rotor input data
PRNTW1   Print wake input data
PRNTB   Print body input data
PRNTF   Print flutter input data
PRNTS   Print flight dynamics input data
PRNTT   Print transient input data
PRNTG   Print transient gust and control input data

TRIM   Trim
TRIMI   Calculate trim solution by iteration
TRIMP   Print trim solution

FLUT   Flutter
FLUTM   Calculate flutter matrices
FLUTB   Calculate flutter aircraft matrices
FLUTR1   Calculate flutter rotor matrices
FLUTI1   Calculate flutter inertia coefficients
FLUTA1   Calculate flutter aerodynamic coefficients
FLUTL   Analyze flutter constant coefficient linear equations

STAB   Flight dynamics
STABM   Calculate flight dynamics stability derivatives and matrices
STABD   Print stability derivatives
STABE   Calculate flight dynamics equations
STABL   Analyze flight dynamics linear equations
STABP   Print flight dynamics transient solution

TRAN   Transient
TRANI   Calculate transient acceleration for numerical integration
TRANP   Print transient solution
TRANC   Calculate transient gust and control
CONTRL   Calculate transient control time history
GUSTU   Calculate uniform gust time history
GUSTC   Calculate convected gust wave shape

PERF   Performance
PERFR1   Calculate and print rotor performance

```
Subprogram
Name

LOAD          Loads, vibration, and noise
LOADR1        Calculate and print rotor loads
LOADH1        Calculate and print hub and control loads
LOADS1        Calculate and print blade section loads
LOADI1        Calculate inertia coefficients for section loads
LOADF         Calculate fatigue damage
LOADM         Calculate mean and half peak-to-peak
GEOMP1        Printer-plot of wake geometry
POLRPP        Printer-plot of polar plot
HISTPP        Printer-plot of azimuthal time history
NOISR1        Calculate and print far field rotational noise
BESSEL        Calculate J Bessel function

RAMF          Calculate rotor/airframe periodic motion and forces

MODE1         Blade modes
MODEC1        Initialize blade mode parameters
MODEB1        Calculate blade bending modes
MODEG         Calculate Galerkin functions for bending modes
MODEA1        Calculate articulated blade flap and lag modes
MODET1        Calculate blade torsion modes
MODEK1        Calculate kinematic pitch-bending coupling
MODED1        Calculate blade root geometry
INRTC1        Calculate blade inertia coefficients
MODEP1        Print blade modes

BODYC         Initialize airframe parameters at trim
ENGNC         Initialize drive train parameters at trim
MOTNC1        Initialize rotor parameters at trim
BODYM1        Calculate airframe transfer function matrix
ENGNM1        Calculate drive train transfer function matrix

WAKEU1        Calculate uniform wake-induced velocity
WAKEN1        Calculate nonuniform wake-induced velocity

INRTM1        Calculate rotor transfer function matrix
INRTI         Calculate inverse of transfer function matrix
MOTNH1        Calculate harmonics of hub motion

MOTNR1        Calculate harmonics of rotor motion
MOTNB1        Calculate blade and hub motion
AEROF1        Calculate blade aerodynamic forces
AEROS1        Calculate blade section aerodynamic coefficients
AEROT1        Interpolate airfoil tables

BODYV1        Calculate harmonics of airframe motion
ENGNV1        Calculate harmonics of drive train motion
MOTNF1        Calculate rotor generalized forces
MOTNS         Calculate static elastic motion
BODYF         Calculate airframe generalized forces
BODYA         Calculate body aerodynamic forces
```

Subprogram
Name

WAKEC1	Calculate influence coefficients for nonuniform inflow
WAKEB1	Calculate blade position
VTXL	Calculate vortex line segment induced velocity
VTXS	Calculate vortex sheet segment induced velocity
GEOME1	Evaluate wake geometry
GEOMR1	Calculate wake geometry distortion
GEOMF1	Calculate free wake geometry distortion
MINV	Calculate inverse of matrix
MINVC	Calculate inverse of complex matrix
EIGENJ	Calculate eigenvalues and eigenvectors of matrix
DERED	Eliminate equations and variables from system of differential equations
QSTRAN	Quasistatic reduction of system of linear differential equations
CSYSAN	Analyze system of constant coefficient linear differential equations
DETRAN	Transform equations to state variable form
SINE	Calculate frequency response from matrices
STATIC	Calculate static response from matrices
ZERO	Calculate zeros
ZETRAN	Transform matrix for zero calculation
BODE	Calculate and printer-plot transfer function (Bode plot)
BODEPP	Printer-plot transfer function magnitude and phase
TRACKS	Calculate and printer-plot time history of time-invariant system response
TRCKPP	Printer-plot time history
GUSTS	Calculate and print rms gust response
PSYSAN	Analyze system of periodic coefficient linear differential equations
DEPRAN	Transform equations to state variable form

3. NAMELIST, FILE, AND COMMON BLOCK LABELS

The list below gives the namelist labels used by the program, and the type of input data read in each. The corresponding common block labels are given in the right-hand column.

Namelist Label		Common Block Label
NLCASE	Job data	
NLTRIM	Trim data	TMDATA
NLRTR	Rotor data	R1DATA
NLWAKE	Wake data	G1DATA,W1DATA
NLBODY	Airframe and drive train data	BDDATA,BADATA,ENDATA
NLLOAD	Loads data	LADATA,L1DATA
NLFLUT	Flutter data	FLDATA
NLSTAB	Flight dynamics data	STDATA,GCDATA
NLTRAN	Transient data	TNDATA,GCDATA

The list below gives the files used by the program. The left-hand column gives the input parameter that defines the file unit number.

Unit Number	
NFDAT	Input data
NFAF1	Rotor #1 airfoil data
NFAF2	Rotor #2 airfoil data
NFRS	Restart data
NFEIG	Eigenvalue data
NFSCR	Scratch data

The list below gives the labels of the common blocks used by the program, and states the type of data contained in each. Only the common blocks for rotor #1 are listed; the common blocks for rotor #2 have identical functions.

Common Block
Label

TMDATA	Input trim data
R1DATA	Input rotor data
W1DATA	Input wake data
G1DATA	Input free wake geometry data
BDDATA	Input airframe data
BADATA	Input airframe aerodynamics data
ENDATA	Input drive train data
L1DATA	Input rotor loads data
LADATA	Input airframe loads data
GCDATA	Input gust and control data
TNDATA	Input transient data
STDATA	Input flight dynamics data
FLDATA	Input flutter data
A1TABL	Rotor airfoil tables
UNITNO	Input/output unit numbers
CASECM	Job description
TRIMCM	Calculated trim data
RTR1CM	Calculated rotor data
RH1CM	Transfer function matrices
BODYCM	Calculated airframe data
ENGNCM	Calculated drive train data
GUSTCM	Gust and transient control
CONTCM	Aircraft controls and motion
CONVCM	Circulation and motion convergence
MD1CM	Blade modes
INC1CM	Rotor inertial coefficients
WKV1CM	Induced velocity
MNH1CM	Hub motion
AES1CM	Blade section aerodynamics
MNR1CM	Rotor motion and airframe vibration
MNSCM	Static elastic motion
AEF1CM	Rotor forces
QR1CM	Rotor generalized forces
QBDCM	Airframe generalized forces
WG1CM	Wake geometry
WKC1CM	Wake influence coefficients
AEMNCM	Calculated motion data
LDMNCM	Calculated loads data
FLMCM	Flutter matrices
FLM1CM	Flutter rotor matrices
FLMACM	Flutter airframe matrices
FLINCM	Flutter inertial coefficients
FLAECM	Flutter aerodynamic coefficients
STDCM	Flight dynamics stability derivatives
STMCM	Flight dynamics matrices
TRANCM	Calculated transient data

4. PROGRAM SKELETON

The following pages present a schematic of the program, showing
the basic flow of control and the major loops, options, and decisions.
The appearance of a subprogram name (always in capital letters) means
that the subprogram is called at that point in the analysis. The contents
of a subprogram are shown by means of a three-sided box appearing below
the subprogram name. The schematic defines the input and output structure
of the program. Timer calls and trace-debug prints are also shown.

MAIN

```
read namelist NLCASE
if new job and BLKDAT > 0
        DATE (for FILEID)
        TIME (for FILEID)
        FILEI (input file write)
PRNTJ
for JCASE = 1 to NCASES
        TIMER (initialize)
        TIMER
        DATE (for IDENT)
        TIME (for IDENT)
        if new job
                INPTN
                INIT

                ┌─────────┐
                │INITA    │
                │INITC    │
                │INITR1   │
                │INITR2   │
                │INITB    │
                │INITE    │
                │CHEKR1   │
                │CHEKR2   │
                └─────────┘

        if old job
                INPTO
        PRNTC
        if new job or trim restart
                TRIM
                FILEJ (trim data scratch file write)
        if ANTYPE(1) ≠ 0 or flutter restart
                FLUT
                FILEJ (trim data scratch file read)
        if ANTYPE(2) ≠ 0 or flight dynamics restart
                STAB
                FILEJ (trim data scratch file read)
        if ANTYPE(3) ≠ 0 or transient restart
                TRAN
        TIMER
        TIMER (print)
```

INPTN

```
FILEI (input file read)
read namelist NLTRIM
if OPREAD(1) ≠ 0
          INPTR1
             ┌─────────────────────┐
             │read namelist NLRTR  │
             └─────────────────────┘
if OPREAD(2) ≠ 0
          INPTW1
             ┌─────────────────────┐
             │read namelist NLWAKE │
             └─────────────────────┘
if OPREAD(3) ≠ 0
          INPTR2
             ┌─────────────────────┐
             │read namelist NLRTR  │
             └─────────────────────┘
if OPREAD(4) ≠ 0
          INPTW2
             ┌─────────────────────┐
             │read namelist NLWAKE │
             └─────────────────────┘
if OPREAD(5) ≠ 0
          INPTB
             ┌─────────────────────┐
             │read namelist NLBODY │
             └─────────────────────┘
if OPREAD(6) ≠ 0
          INPTL1
             ┌─────────────────────┐
             │read namelist NLLOAD │
             └─────────────────────┘
if OPREAD(7) ≠ 0
          INPTL2
             ┌─────────────────────┐
             │read namelist NLLOAD │
             └─────────────────────┘
if OPREAD(8) ≠ 0
          INPTF
             ┌─────────────────────┐
             │read namelist NLFLUT │
             └─────────────────────┘
if OPREAD(9) ≠ 0
          INPTS
             ┌─────────────────────┐
             │read namelist NLSTAB │
             └─────────────────────┘
if OPREAD(10) ≠ 0
          INPTT
             ┌─────────────────────┐
             │read namelist NLTRAN │
             └─────────────────────┘
if first case
          INPTA1
             ┌─────────────────────┐
             │read airfoil #1 file │
             └─────────────────────┘
          INPTA2
             ┌─────────────────────┐
             │read airfoil #2 file │
             └─────────────────────┘
```

```
INPTO
┌─────────────────────────────────────┐
│FILER (restart file read)            │
│ ┌────────┐                          │
│ │FILEI   │                          │
│ │FILEJ   │                          │
│ │FILEF   │                 flutter restart
│ │FILES   │          flight dynamics restart
│ │FILET   │               transient restart
│ └────────┘                          │
│read namelist NLTRIM                 │
│if OPREAD(6) ≠ 0                     │
│          INPTL1                     │
│         ┌──────────────────────┐    │
│         │read namelist NLLOAD  │    │
│         └──────────────────────┘    │
│if OPREAD(7) ≠ 0                     │
│          INPTL2                     │
│         ┌──────────────────────┐    │
│         │read namelist NLLOAD  │    │
│         └──────────────────────┘    │
│if OPREAD(8) ≠ 0                     │
│          INPTF                      │
│         ┌──────────────────────┐    │
│         │read namelist NLFLUT  │         trim restart
│         └──────────────────────┘    │
│          INPTG                      │
│         ┌──────────────────────┐    │
│         │read namelist NLFLUT  │         flutter restart
│         └──────────────────────┘    │
│if OPREAD(9) ≠ 0                     │
│          INPTS                      │
│         ┌──────────────────────┐    │
│         │read namelist NLSTAB  │         trim restart
│         └──────────────────────┘    │
│          INPTU                      │
│         ┌──────────────────────┐    │
│         │read namelist NLSTAB  │   flutter or flight dynamics restart
│         └──────────────────────┘    │
│if OPREAD(10) ≠ 0 .                  │
│          INPTT                      │
│         ┌──────────────────────┐    │
│         │read namelist NLTRAN  │         trim restart
│         └──────────────────────┘    │
│          INPTV                      │
│         ┌──────────────────────┐    │
│         │read namelist NLTRAN  │         transient restart
│         └──────────────────────┘    │
└─────────────────────────────────────┘
```

TRIM

```
TIMER
if trim restart, go to restart entry point

uniform inflow
if ITERU ≠ 0
        TRIMI
        if NPRNTT = 1
                PERF                                    NPRNTP > 0
                LOAD                                    NPRNTL > 0

nonuniform inflow, prescribed wake geometry
for IT = 1 to ITERR
        WAKEC1                                          LEVEL(1) ≥ 1
        WAKEC2                                          LEVEL(2) ≥ 1
        TRIMI
        if IT = multiple NPRNTT
                PERF
                LOAD                                    NPRNTP > 0
                                                        NPRNTL > 0
nonuniform inflow, free wake geometry
for IT = 1 to ITERF
        WAKEC1                                          LEVEL(1) ≥ 1
        WAKEC2                                          LEVEL(2) ≥ 1
        TRIMI
        if IT = multiple NPRNTT
                PERF                                    NPRNTP > 0
                LOAD                                    NPRNTL > 0

FILER (restart file write)                              RSWRT ≠ 0
    ┌──────────────────┐
    │ FILEI            │
    │ FILEJ            │
    └──────────────────┘
trim restart entry point
PRNT
    ┌──────────────────┐
    │ PRNTC            │
    │ if NPRNTI ≠ 0    │
    │         PRNTR1   │
    │         PRNTW1   │
    │         PRNTR2   │
    │         PRNTW2   │
    │         PRNTB    │
    └──────────────────┘
MODEP1
MODEP2
TRIMP
PERF
LOAD
TIMER
```

TRIMI

```
RAMF
if MTRIM ≤ 0 or no trim iteration, return
if DEBUG(4) ≥ 1, print trim iteration
for COUNTT = 1 to MTRIM
        if COUNTT-1 = multiple MTRIMD, construct D⁻¹
                for I = 1 to MT
                                increment controls                    OPTRIM
                                RAMF
                        MINV

        increment controls                                           OPTRIM
        RAMF
        if DEBUG(4) ≥ 1, print trim iteration
        test trim convergence                              EPTRIM,OPTRIM
```

PERF

```
TIMER
PERFR1
PERFR2
TIMER
```

```
LOAD
┌─────────────────────────────────┐
│ TIMER                           │
│ LOADR1                          │
│ LOADR2                          │
│ TIMER                           │
└─────────────────────────────────┘


LOADR1
┌─────────────────────────────────┐
│ MOTNB1                          │
│ if MALOAD ≠ 0                   │
│         GEOME1                  │
│         HISTPP                  │                    NPLOT(1-4)
│         GEOMP1                  │                         MWKGMP
│         POLRPP                  │                    NPLOT(5-67)
│         HISTPP                  │                    NPLOT(5-67)
│ if MHLOAD ≠ 0                   │
│         LOADH1                  │
│         ┌─────────────┐         │
│         │ LOADM       │         │
│         │ LOADF       │         │
│         │ HISTPP      │         │                    NPLOT(68-71)
│         └─────────────┘         │
│ for IR = 1 to MRLOAD            │
│         LOADS1                  │
│         ┌─────────────┐         │
│         │ LOADI1      │         │
│         │ LOADM       │         │
│         │ LOADF       │         │
│         │ HISTPP      │         │                    NPLOT(72-75)
│         └─────────────┘         │
│ for IN = 1 to MNOISE            │
│         NOISR1                  │
│         ┌─────────────┐         │
│         │ BESSEL      │         │
│         └─────────────┘         │
└─────────────────────────────────┘
```

FLUT

```
TIMER
for OPFLOW ≤ 0 (constant coefficients)
        if flutter restart, go to restart entry point
        FLUTM
        FILEF (restart file write)                          RSWRT ≠ 0
        flutter restart entry point
        PRNTF
        MODEP1
        MODEP2
        FLUTL
        ┌─────────────────────────────────┐
        │ TIMER                           │
        │ CSYSAN                          │   ANTYPE(1) ≠ 0
        │ FILEE (eigenvalue file write)   │
        │ BODE                            │   ANTYPE(2) ≠ 0
        │ TRACKS                          │   ANTYPE(3) ≠ 0
        │ GUSTS                           │   ANTYPE(4) ≠ 0
        │ TIMER                           │
        └─────────────────────────────────┘
        if OPFDAN ≠ 0
                    STABD
                    STABE
for OPFLOW > 0 (periodic coefficients)
        for NT = 0 to MPSIPC
                    FLUTM
                    if NT = MPSIPC
                            PRNTF
                            MODEP1
                            MODEP2
                    PSYSAN
                    if NT = MPSIPC
                            FILEE (eigenvalue file write)
```

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```
FLUTM
┌─────────────────────────────────────────────────────────────┐
│ MODE1                                                        │
│ MODE2                                                        │
│ FLUTR1                                                       │
│ FLUTR2                                                       │
│ FLUTB                                                        │
│  ┌──────────┐                                                │
│  │ BODYF    │                                                │
│  └──────────┘                                                │
└─────────────────────────────────────────────────────────────┘

FLUTR1
┌─────────────────────────────────────────────────────────────┐
│ NB = NBLADE if OPFLOW > 0, 1 if OPFLOW = 0, MPSICC if OPFLOW < 0 │
│ for JPSI = 1 to NB                                           │
│          FLUTI1                                              │
│          FLUTA1                                              │
│      ┌──────────────────────────┐                            │
│      │ for IR = 1 to MRA         │                           │
│      │         AEROS1            │                           │
│      └──────────────────────────┘                            │
└─────────────────────────────────────────────────────────────┘
```

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STAB
```
TIMER
PRNTS
if flight dynamics restart, go to restart entry point
STABM
    for ID = 1 to 21
            increment controls or motion
            for IT = 1 to ITERS
                    WAKEC1
                    WAKEC2
                    RAMF
                    PERF
                    LOAD
FILES (restart file write)
flight dynamics restart entry point
STABD
STABE
TIMER
```
LEVEL(1) $\geqslant$ 1
LEVEL(2) $\geqslant$ 1

NPRNTP $>$ 0
NPRNTL $>$ 0

RSWRT $\neq$ 0

STABE
```
for IEQ = 1 to 12
        DERED
        STABL
            TIMER
            CSYSAN
            FILEE (eigenvalue file write)
            BODE
            TRACKS
            GUSTS
            numerical integration
                        MINV
                        STABP
                        PRNTC
                        for IT = 1 to TMAX/TSTEP
                                    TRANC
                                    CONTRL
                                    GUSTU
                                    GUSTC
                                    if IT = multiple NPRNTT
                                                STABP
                        TRCKPP
            TIMER
```
EQTYPE(IEQ) $\neq$ 0

ANTYPE(1) $\neq$ 0

ANTYPE(2) $\neq$ 0
ANTYPE(3) $\neq$ 0
ANTYPE(4) $\neq$ 0
ANTYPE(5) $\neq$ 0

OPTRAN = 1
OPTRAN = 2
OPTRAN = 3

```
TRAN
┌────────────────────────────────────────────────┐
│TIMER                                            │
│PRNTT                                            │
│  ┌──────────┐                                   │
│  │PRNTG     │                                   │
│  └──────────┘                                   │
│if transient restart, go to restart entry point │
│MINV                                             │
│TRANP                                            │
│for IT = 1 to TMAX/TSTEP                          │
│        TRANC                                    │
│        ┌──────────┐                             │
│        │CONTRL    │                  OPTRAN = 1 │
│        │GUSTU     │                  OPTRAN = 2 │
│        │GUSTC     │                  OPTRAN = 3 │
│        └──────────┘                             │
│        TRANI                                    │
│        ┌──────────────────────────┐             │
│        │for IT = 1 to ITERT        │            │
│        │       WAKEC1              │ LEVEL(1) ≥ 1│
│        │       WAKEC2              │ LEVEL(2) ≥ 1│
│        │       RAMF                │            │
│        └──────────────────────────┘            │
│        if IT = multiple NPRNTT                  │
│               TRANP                             │
│               PERF                  NPRNTP > 0  │
│               LOAD                  NPRNTL > 0  │
│        if IT = multiple NRSTRT                  │
│               FILET (restart file write)  RSWRT ≠ 0│
│        transient restart entry point           │
│TRCKPP                                           │
│TIMER                                            │
└────────────────────────────────────────────────┘
```

```
RAMF
┌──────────────────────────────────────────────────────────────┐
│ TIMER                                                        │
│ BODYC                                                        │
│ MOTNC1                                                       │
│ MODE1                                                        │
│ BODYM1                                                       │
│ ┌──────┐                                                    │
│ │INRTI │                                                    │
│ └──────┘                                                    │
│ MOTNC2                                                       │
│ MODE2                                                        │
│ BODYM2                                                       │
│ ┌──────┐                                                    │
│ │INRTI │                                                    │
│ └──────┘                                                    │
│ for COUNTC = 1 to ITERC (circulation iteration)             │
│         WAKEU1                                              │
│         WAKEN1                                              │
│         WAKEU2                                              │
│         WAKEN2                                              │
│         for COUNTM = 1 to ITERM (motion iteration)          │
│                 INRTM1                                     │
│                 ┌──────┐                                  │
│                 │INRTI │                                  │
│                 └──────┘                                  │
│                 INRTM2                                     │
│                 ┌──────┐                                  │
│                 │INRTI │                                  │
│                 └──────┘                                  │
│                 ENGNC                                      │
│                 ENGNM1                                     │
│                 ┌──────┐                                  │
│                 │INRTI │                                  │
│                 └──────┘                                  │
│                 ENGNM2                                     │
│                 ┌──────┐                                  │
│                 │INRTI │                                  │
│                 └──────┘                                  │
│                 for JPSI = 0 to MREV * MPSI by MPSIR (Ψ loop)│
│                         MOTNH1                             │
│                         MOTNR1                             │
│                         MOTNH2                             │
│                         MOTNR2                             │
│                         BODYV1                             │
│                         ENGNV1                             │
│                         MOTNF1                             │
│                         BODYV2                             │
│                         ENGNV2                             │
│                         MOTNF2                             │
│                         MOTNS                              │
│                 test motion convergence           EPMOTN   │
│             test circulation convergence          EPCIRC   │
│ BODYF                                                       │
│ ┌──────┐                                                    │
│ │BODYA │                                                    │
│ └──────┘                                                    │
│ TIMER                                                       │
└──────────────────────────────────────────────────────────────┘
```

```
MODE1
┌──────────────────────────────────────────────┐
│ TIMER                                          │
│ MODEC1                                         │
│ if Δθ > EPMODE                                 │
│         MODEB1                        HINGE ≠ 2│
│         ┌──────────┐                           │
│         │MODEG     │                           │
│         │MINV      │                           │
│         │EIGENJ    │                           │
│         └──────────┘                           │
│         MODEA1                        HINGE = 2│
│         MODEK1                                 │
│         MODED1                                 │
│ MODET1                                         │
│ ┌──────────┐                                   │
│ │MINV      │                                   │
│ │EIGENJ    │                                   │
│ └──────────┘                                   │
│ INRTC1                                         │
│ TIMER                                          │
└──────────────────────────────────────────────┘


MOTNR1
┌──────────────────────────────────────────────┐
│ TIMER                                          │
│ for JP = JPSI + 1 to JPSI + MPSIR (Ψ step)     │
│         MOTNB1                                  │
│         AEROF1                                  │
│         ┌──────────────────────────┐           │
│         │for IR = 1 to MRA          │           │
│         │        AEROS1             │           │
│         │        ┌────────┐         │           │
│         │        │AEROT1  │         │           │
│         │        └────────┘         │           │
│ TIMER   └──────────────────────────┘           │
└──────────────────────────────────────────────┘
```

```
WAKEC1
┌─────────────────────────────────────────────────┐
│GEOMR1                                           │
│  ┌──────────┐                                   │
│  │TIMER     │                                   │
│  │GEOMF1    │                          LEVEL = 2│
│  │TIMER     │                                   │
│  └──────────┘                                   │
│TIMER                                            │
│WAKEB1                                   DBV ⩾ 0. │
│GEOME1                                   DBV ⩾ 0. │
│for I = 1 to MPSI (Ψ loop)                       │
│        WAKEB1                                    │
│        WAKEB2                           INFLOW(3) = 3│
│        for M = 1 to NBLADE (blade loop)         │
│                GEOME1                            │
│                VTXL                             │
│                for K = 1 to KFW or KDW (φ loop) │
│                        GEOME1                    │
│                        VTXL                      │
│                        VTXS                      │
│TIMER                                            │
└─────────────────────────────────────────────────┘
```

CSYSAN

DETRAN
EIGENJ
SINE
STATIC
ZERO

ZETRAN
EIGENJ

BODE

DETRAN
EIGENJ
ZERO

ZETRAN
EIGENJ

BODEPP

TRACKS

DETRAN
EIGENJ
MINVC
TRCKPP

GUSTS

DETRAN
EIGENJ
MINVC

PSYSAN

DEPRAN
EIGENJ

5. JOB STRUCTURE

In this section the structure of a job to run the program is defined. The basic structure consists of the following steps:

1) File definition as required for job
2) Block data load for airframe and each rotor
3) Main program call
4) Namelist &NLCASE
5) Namelist &NLTRIM (for each case)
6) Component and task namelists as required

File definition parameters:

a) RET = T   Erase file at logoff
b) DISP = NEW   New file to be created
c) DISP = OLD   Existing file

Sample jobs are presented below.

New job, 2 cases; trim analysis; block data input, basic namelist input, same airfoil table for both rotors

```
DDEF FT50F001,,SCRATCH,DISP=NEW,RET=T
DDEF FT41F001,,AIRFOIL,DISP=OLD
LOAD HELA; LOAD HELR1; LOAD HELR2
CALL MAINPROG
 &NLCASE JOB=0,NCASES=2,RSWRT=0,BLKDAT=-1,
 NFAF1=41,NFAF2=41,NFSCR=50,NFRS=-1,NFEIG=-1,
 &END
 &NLTRIM VKTS=x.,COLL=x.,LATCYC=x.,LNGCYC=x.,PEDAL=x.,APITCH=x.,AROLL=x.,
 ANTYPE=3*0,OPREAD=10*0,
 &END
 &NLTRIM data for second case,&END
 %END
```

New job, 1 case; trim, flutter, flight dynamics, and transient analysis;
block data input, all namelist inputs, different airfoil table for each
rotor; write eigenvalue file

```
DDEF FT50F001,,SCRATCH,DISP=NEW,RET=T
DDEF FT41F001,,AIRFOIL1,DISP=OLD
DDEF FT42F001,,AIRFOIL2,DISP=OLD
DDEF FT45F001,,EIGEN,DISP=NEW
LOAD HELA; LOAD HELR1; LOAD HELR2
CALL MAINPROG
 &NLCASE JOB=0,NCASES=1,RSWRT=0,BLKDAT=-1,
 NFAF1=41,NFAF2=42,NFSCR=50,NFRS=-1,NFEIG=45,
 &END
 &NLTRIM VKTS=x.,
 COLL=x.,LATCYC=x.,LNGCYC=x.,PEDAL=x.,APITCH=x.,AROLL=x.,
 ANTYPE=3*1,OPREAD=10*1,
 &END
 &NLRTR   data,&END
 &NLWAKE data,&END
 &NLRTR   data,&END
 &NLWAKE data,&END
 &NLBODY data,&END
 &NLLOAD data,&END
 &NLLOAD data,&END
 &NLFLUT data,&END
 &NLSTAB data,&END
 &NLTRAN data,&END
%END
```

New job, 1 case; trim analysis; block data input and write input file

```
DDEF FT50F001,,SCRATCH,DISP=NEW,RET=T
DDEF FT41F001,,AIRFOIL,DISP=OLD
DDEF FT40F001,.INPUT,DISP=NEW
LOAD HELA; LOAD HELR1; LOAD HELR2
CALL MAINPROG
 &NLCASE JOB=0,NCASES=1,RSWRT=0,BLKDAT=1,
 NFAF1=41,NFAF2=41,NFSCR=50,NFRS=-1,NFEIG=-1,NFDAT=40,
 &END
 &NLTRIM data,&END
%END
```

New job, 1 case; trim analysis; read input file

```
DDEF FT50F001,,SCRATCH,DISP=NEW,RET=T
DDEF FT41F001,,AIRFOIL,DISP=OLD
DDEF FT40F001,,INPUT,DISP=OLD
CALL MAINPROG
 &NLCASE JOB=0,NCASES=1,RSWRT=0,BLKDAT=0,RDFILE=1,
 NFAF1=41,NFAF2=41,NFSCR=50,NFRS=-1,NFEIG=-1,NFDAT=40,
 &END
 &NLTRIM data,&END
 %END
```

New job, 2 cases; trim and flutter analysis; write restart file

```
DDEF FT50F001,,SCRATCH,DISP=NEW,RET=T
DDEF FT41F001,,AIRFOIL,DISP=OLD
DDEF FT44F001,,RESTART1,DISP=NEW
DDEF FT44F002,,RESTART2,DISP=NEW
LOAD HELA; LOAD HELR1; LOAD HELR2
CALL MAINPROG
 &NLCASE JOB=0,NCASES=2,RSWRT=1,BLKDAT=-1,
 NFAF1=41,NFAF2=41,NFSCR=50,NFEIG=-1,NFRS=44,
 &END
 &NLTRIM data for first case,
 ANTYPE=1,0,0,OPREAD(8)=1,
 &END
 &NLFLUT data,&END
 &NLTRIM data for second case,&END
 &NLFLUT data,&END
 %END
```

Old job; trim restart with flutter analysis

```
DDEF FT50F001,,SCRATCH,DISP=NEW,RET=T
DDEF FT44F001,,RESTART,DISP=OLD
CALL MAINPROG
 &NLCASE JOB=1,RSWRT=1,START=1,
 NFSCR=50,NFEIG=-1,NFRS=44,
 &END
 &NLTRIM ANTYPE=1,0,0,OPREAD(8)=1,
 &END
 &NLFLUT data,&END
 %END
```

Old job; flutter restart

```
DDEF FT50F001,,SCRATCH,DISP=NEW,RET=T
DDEF FT44F001,,RESTART,DISP=OLD
CALL MAINPROG
 &NLCASE JOB=1,RSWRT=0,START=2,
 NFSCR=50,NFEIG=-1,NFRS=44,
 &END
 &NLTRIM OPREAD(8)=1,
 &END
 &NLFLUT data,&END
%END
```

6. INPUT DESCRIPTION

In this section the input variables for the program are defined. The variables are categorized according to the namelist that reads them. The program namelist labels are listed in the table below.

Namelist
Label

NLCASE	Job data
NLTRIM	Trim data
NLRTR	Rotor data
NLWAKE	Wake data
NLBODY	Airframe and drive train data
NLLOAD	Loads data
NLFLUT	Flutter data
NLSTAB	Flight dynamics data
NLTRAN	Transient data

The corresponding common block labels, for the block data form of input, may be obtained from Section 3. In the description of the input parameters for the rotor, the variables NBM and NTM are used:

    a) NBM is the index of the highest-frequency blade bending mode used in the analysis;

    b) NTM is the index of the highest-frequency blade torsion mode used in the analysis.

Namelist NLCASE

JOB	integer parameter defining job: EQ 0 for new job (default); NE 0 for old job or restart (one case only)
RSWRT	integer parameter controlling restart file write: 0 to suppress write (default)

New job only

NCASES	number of cases (default = 1)
BLKDAT	integer parameter defining input source:

        EQ 0   read input file (default)
        GT 0   use loaded block data and write input file
        LT 0   use loaded block data

RDFILE   integer parameter controlling input file read:
        EQ 0   read file for first case only
        NE 0   read file for every case (default)

Old job only

START   integer parameter defining task:
        1   for trim restart (default)
        2   for flutter restart
        3   for flight dynamics restart
        4   for transient restart
trim restart can be followed by any or all of the other tasks (as defined by ANTYPE); for flutter, flight dynamics, or transient restart, only that task can be done

Input/output unit numbers

NFDAT	input data file (new job only); default = 40
NFAF1	rotor #1 airfoil file (new job only); default = 41
NFAF2	rotor #2 airfoil file (new job only; only if have two rotors): default = 42
NFRS	restart file (no file write if LE 0); default = 44
NFEIG	eigenvalue file (no file write if LE 0); default = 45
NFSCR	scratch file; default = 50
NUIN	namelist input; default = 5
NUOUT	printer (and debug level 1); default = 6
NUDB	debug output (levels 2 and 3); default = 6
NUPP	printer-plots; default = 6
NULIN	linear system analysis; default = 6

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Namelist NLTRIM

OPREAD(10)   integer vector defining namelist read structure; EQ 0
to suppress read:

                components (new job only)

                (1)   NLRTR, rotor #1
                (2)   NLWAKE, rotor #1
                (3)   NLRTR, rotor #2
                (4)   NLWAKE, rotor #2
                (5)   NLBODY

                tasks

                (6)   NLLOAD, rotor #1
                (7)   NLLOAD, rotor #2
                (8)   NLFLUT
                (9)   NLSTAB
                (10)   NLTRAN

NPRNTI   integer parameter controlling input data print: EQ 0
for short form print only

ANTYPE(3)   integer vector defining tasks for new job or trim
restart; EQ 0 to suppress:

                (1)   flutter
                (2)   flight dynamics
                (3)   transient

TITLE(20)   title for job and case (80 characters)

CODE   alphanumeric code for job and case identification;
4 characters

OPUNIT   integer parameter designating unit system: 1 for
English units (ft-slug-sec); 2 for metric units (m-kg-sec)

NROTOR   number of rotors

DEBUG(25)   integer vector controlling debug print:

                  0   no debug print
                  1   trace print
                  2   low level print
                  3   high level print

(1)   time (sec) at which debug print enabled
(2)   input, 2-3 (INPTx)
(3)   initialization, 2 (INITC, INITR, INITB, INITE)
(4)   trim iteration, 1-2 (TRIMI)
(5)   loads, 2 (LOADI)
(6)   flutter matrices, 2-3 (FLUTM)
(7)   flutter coefficients, 2-3 (FLUTI, FLUTA)
(8)   flight dynamics, 2-3 (STABM, STABE)
(9)   transient, 2 (TRANI)
(10)   rotor/airframe motion and forces, 2-3 (RAMF)
(11)   blade modes, 2 (MODE, MODEx)
(12)   inertia coefficients, 2 (INRTC)
(13)   airframe constants and matrices, 2 (BODYC, ENGNC, MOTNC, BODYM, ENGNM)
(14)   induced velocity, 2 (WAKEU, WAKEN)
(15)   rotor matrices, 2-3 (INRTM)
(16)   hub/airframe motion and generalized forces, 2 (MOTNH, BODYV, ENGNV, MOTNF, MOTNS)
(17)   rotor motion, 2-3 (MOTNR)
(18)   rotor aerodynamics, 2-3 (AEROF)
(19)   blade section aerodynamics, 3 (AEROS)
(20)   body forces and aerodynamics, 2 (BODYF)
(21)   wake influence coefficients, 2 (WAKEC)
(22)   vortex line and sheet, 3 (VTXL, VTXS)
(23)   prescribed wake geometry, 2-3 (GEOMR)
(24)   free wake geometry, 1-3 (GEOMF)
(25)   timer, 1 (TIMER)

VKTS aircraft speed V (knots)

VEL velocity ratio $V/\Omega R$

    input either VEL or VKTS by namelist; if neither
    parameter is defined, V = 0 is used

TIP rotor #1 tip speed ΩR (ft/sec or m/sec)

RPM rotor #1 rotational speed (rpm)

    input either VTIP or RPM by namelist; if neither
    parameter is defined, the normal tip speed VTIPN
    is used: rotor #2 speed is calculated from the
    gear ratio TRATIO

OPDENS integer parameter defining specification of aerodynamic
    environment: if 1, given altitude and standard day;
    if 2, given altitude and temperature; if 3 given density
    and temperature

ALTMSL altitude above mean sea level (ft or m), for OPDENS = 1 or 2

TEMP air temperature ($^{\circ}$F or $^{\circ}$C), for OPDENS = 2 or 3

DENSE air density (slug/ft^3 or kg/m^3), for OPDENS = 3

OPGRND integer parameter controlling ground effect analysis:
    EQ 0 for out of ground effect, NE 0 for in ground effect

HAGL altitude helicopter center of gravity above ground for
    ground effect analysis (ft or m)

OPENGN integer parameter specifying engine state: 1 for autorotation
    (engine inertia, engine damping, and throttle control torque
    zero; no engine speed degree of freedom); 2 for engine out
    (engine damping and throttle control torque zero); 0 for
    normal operation

AFLAP wing flap angle δ_F (deg)

RTURN for free flight, trim turn rate $\dot{\psi}_F$ (deg/sec), positive to right

initial values of controls (trimmed as appropriate)

COLL   collective stick displacement δ_o or $\Delta\Theta_{govr}$ (deg), positive up

LATCYC   lateral cyclic stick displacement δ_c (deg), positive left

LNGCYC   longitudinal cyclic stick displacement δ_s (deg), positive aft

PEDAL   pedal displacement δ_p (deg), positive to right

APITCH   for free flight, aircraft pitch angle Θ_{FT} (deg), positive nose up; for wind tunnel, rotor shaft angle of attack Θ_T, (deg), positive nose up

AROLL   for free flight, aircraft roll angle ϕ_{FT} (deg), positive to right

          (Θ_{FT} and ϕ_{FT} define orientation of body axes relative to earth axes)

ACLIMB   for free flight, aircraft climb angle Θ_{FP} (deg), positive up

AYAW   for free flight, aircraft yaw angle Ψ_{FP} (deg), positive to right; for wind tunnel, test module yaw angle Ψ_T (deg), positive to right

          (Θ_{FP} and Ψ_{FP} define orientation of velocity axes relative to earth axes; $V_{climb} = V\sin\Theta_{FP}$ and $V_{side} = V\sin\Psi_{FP}\cos\Theta_{FP}$)

MPSI   number of azimuth steps per revolution in motion and loads analysis, maximum 36; for nonuniform inflow must be multiple of number of blades; for free wake geometry, maximum 24

MPSIR   in harmonic motion solution, number of azimuth steps between update of airframe vibration and rotor matrices

MREV   in harmonic motion solution, number of revolutions between tests for motion convergence

ITERM   maximum number of motion iterations

EPMOTN   tolerance for motion convergence (deg)

ITERC   maximum number of circulation iterations

EPCIRC   tolerance for circulation convergence ($\Delta C_T/\sigma$)

DOF(54)   integer vector defining degrees of freedom used in
            vibratory motion solution, 0 if not used; order:

rotor #1 $q_1 \cdots q_{10}$ $P_0 \cdots P_4$ β_G
rotor #2 $q_1 \cdots q_{10}$ $P_0 \cdots P_4$ β_G
             (bending, max 10)   (torsion, max 5)   (gimbal/teeter)

airframe ϕ_F θ_F ψ_F x_F y_F z_F $q_{s7} \cdots q_{s16}$
             (rigid body)   (flexible body, max 10)

drive train ψ_s ψ_I ψ_e $\Delta\theta_t$ $\Delta\theta_{govr_1}$ $\Delta\theta_{govr_2}$
                (rotor/engine speed)   (governor)

DOFT(8)   integer vector defining blade bending degrees of freedom
            used for mean deflection (subset of DOF), 0 if not used;
            order:

rotor #1 q_1 q_2 q_3 q_4
rotor #2 q_1 q_2 q_3 q_4
             (bending, max 4)

MHARM(2)   number of harmonics in rotor motion analysis; maximum 20;
            EQ 0 for mean only
                    (1)   rotor #1
                    (2)   rotor #2

MHARMF(2)   number of harmonics in airframe vibration analysis
            (harmonics of N/rev); maximum 10; EQ 0 for static elastic
            only; suggest LE MHARM/NBLADE, and the same value for
            both rotors if coupled hub vibration used (see OPHVIB)
                    (1)   rotor #1
                    (2)   rotor #2

LEVEL(2)   integer parameter specifying rotor wake analysis level:
            0 for uniform inflow, 1 for nonuniform inflow with
            prescribed wake geometry, 2 for nonuniform inflow with
            free wake geometry (must be consistent with INFLOW)
                    (1)   rotor #1
                    (2)   rotor #2

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number of wake and trim iterations

ITERU	at uniform inflow level; EQ 0 to skip
ITERR	at nonuniform inflow/prescribed wake geometry level; EQ 0 to skip
ITERF	at nonuniform inflow/free wake geometry level

NPRNTT   integer parameter n: trim/performance/load print every n-th iteration; LE 0 to suppress

NPRNTP   integer parameter controlling performance print; LE 0 to suppress

NPRNTL   integer parameter controlling loads print; LE 0 to suppress

MTRIM   maximum number of iterations on controls to achieve trim

MTRIMD   number of trim iterations between update of trim derivative matrix

DELTA   control step in trim derivative calculation (stick displacement, deg)

FACTOR   factor reducing control increment in order to improve trim convergence (typically 0.5)

EPTRIM   tolerance on trim convergence

OPGOVT   integer parameter specifying governor trim

0	trim collective stick δ_o
1	trim rotor #1 governor
2	trim rotor #2 governor
3	trim both rotor governors

targets for wind tunnel trim cases

CXTRIM	C_X/σ
XTRIM	X/q (ft^2 or m^2)
CTTRIM	C_T/σ or C_L/σ
CPTRIM	C_P/σ
CYTRIM	C_Y/σ
BCTRIM	β_c (deg)
BSTRIM	β_s (deg)

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OPTRIM   integer parameter specifying trim option

free flight cases

OPTRIM = 0   no trim

          1   trim forces and moments with
$$\delta_o \quad \delta_c \quad \delta_s \quad \delta_p \quad \Theta_{FT} \quad \phi_{FT}$$

          2   trim forces and moments with
$$\delta_o \quad \delta_c \quad \delta_s \quad \delta_p \quad \Theta_{FT} \quad \Psi_{FP}$$

          3   trim forces, moments, and power with
$$\delta_o \quad \delta_c \quad \delta_s \quad \delta_p \quad \Theta_{FT} \quad \phi_{FT} \quad \Theta_{FP}$$

          4   trim forces, moments, and power with
$$\delta_o \quad \delta_c \quad \delta_s \quad \delta_p \quad \Theta_{FT} \quad \Psi_{FP} \quad \Theta_{FP}$$

          5   trim symmetric forces and moments with
$$\delta_o \quad \delta_s \quad \Theta_{FT}$$

          6   trim symmetric forces, moments, and power with
$$\delta_o \quad \delta_s \quad \Theta_{FT} \quad \Theta_{FP}$$

wind tunnel cases

OPTRIM = 10   no trim

11	trim C_T/σ	with	δ_o
12	trim C_T/σ	with	Θ_T
13	trim C_P/σ	with	δ_o
14	trim $\beta_c \quad \beta_s$	with	$\delta_c \quad \delta_s$
15	trim $C_T/\sigma \quad \beta_c \quad \beta_s$	with	$\delta_o \quad \delta_c \quad \delta_s$
16	trim $C_L/\sigma \quad C_X/\sigma \quad C_Y/\sigma$	with	$\delta_o \quad \delta_c \quad \delta_s$
17	trim $C_L/\sigma \quad C_X/\sigma \quad C_Y/\sigma$	with	$\delta_o \quad \delta_c \quad \Theta_T$
18	trim $C_L/\sigma \quad C_X/\sigma \quad \beta_c \quad \beta_s$	with	$\delta_o \quad \delta_c \quad \delta_s \quad \Theta_T$
19	trim $C_L/\sigma \quad X/q \quad C_Y/\sigma$	with	$\delta_o \quad \delta_c \quad \delta_s$
20	trim $C_L/\sigma \quad X/q \quad C_Y/\sigma$	with	$\delta_o \quad \delta_c \quad \Theta_T$
21	trim $C_L/\sigma \quad X/q \quad \beta_c \quad \beta_s$	with	$\delta_o \quad \delta_c \quad \delta_s \quad \Theta_T$
22	trim β_c	with	δ_s
23	trim $C_T/\sigma \quad \beta_c$	with	$\delta_o \quad \delta_s$
24	trim $C_L/\sigma \quad C_X/\sigma$	with	$\delta_o \quad \delta_s$
25	trim $C_L/\sigma \quad C_X/\sigma$	with	$\delta_o \quad \Theta_T$
26	trim $C_L/\sigma \quad C_X/\sigma \quad \beta_c$	with	$\delta_o \quad \delta_s \quad \Theta_T$
27	trim $C_L/\sigma \quad X/q$	with	$\delta_o \quad \delta_s$
28	trim $C_L/\sigma \quad X/q$	with	$\delta_o \quad \Theta_T$
29	trim $C_L/\sigma \quad X/q \quad \beta_c$	with	$\delta_o \quad \delta_s \quad \Theta_T$

WEIGHT see namelist NLBODY

IXX

IYY

IZZ

IXY

IXZ

IYZ

ATILT

FSCG

BLCG

WLCG

Namelist NLRTR

TITLE(20)	title for rotor and wake data (80 characters)
TYPE	rotor identification (4 characters); suggest MAIN, FRNT, or RGHT for rotor #1; and TAIL, REAR, or LEFT for rotor #2
VTIPN	normal tip speed ΩR_o (ft/sec or m/sec)
RADIUS	blade radius R (ft or m)
SIGMA	solidity ratio $\sigma = Nc_m/\pi R$ (based on mean chord)
GAMMA	blade Lock number $\gamma_o = \rho_o a c_m R^4/I_b$ (based on standard density, a = 5.7, and mean chord) (γ and σ are only used to calculate the normalization parameters c_m and I_b)
NBLADE	number of blades
	control system damping (ft-lb/rad/sec or m-N/rad/sec)
TDAMPO	collective
TDAMPC	cyclic
TDAMPR	rotating
NUGC	longitudinal gimbal natural frequency ν_{GC} or teeter natural frequency ν_T (per rev at normal tip speed VTIPN)
NUGS	lateral gimbal natural frequency ν_{GS} (per rev at normal tip speed VTIPN)
GDAMPC	longitudinal gimbal damping C_{GC} or teeter damping C_T (ft-lb/rad/sec or m-N/rad/sec)
GDAMPS	lateral gimbal damping C_{GS} (ft-lb/rad/sec or m-N/rad/sec)
LDAMPC	linear lag damper coefficient C_ζ (ft-lb/rad/sec or m-N/rad/sec); estimated damping if a nonlinear damper is used (LDAMPM GT 0.); the lag mode has structural damping also (GSB)
LDAMPM	maximum moment of nonlinear lag damper M_{LD} (ft-lb or m-N); linear lag damper used if LDAMPM EQ 0.
LDAMPR	lag velocity $\dot{\zeta}_{LD}$ where maximum moment of lag damper occurs (rad/sec); hydraulic damping below $\dot{\zeta}_{LD}$ and friction damping above
GSB(NBM)	bending mode structural damping g_s
GST(NTM)	torsion mode structural damping g_s
ROTATE	integer parameter specifying rotor rotation direction: 1 for counter-clockwise, -1 for clockwise (viewed from above)

OPHVIB(3) integer parameter controlling hub vibration contributions; gravity and static velocity terms always retained; 0 to suppress:

    (1)   vibration due to this rotor
    (2)   vibration due to other rotor (must supress if $\Omega_2/\Omega_1 \neq 1$)
    (3)   static elastic motion

BTIP tip loss parameter B

OPTIP integer parameter specifying tip loss type: 1 for tip loss factor, 2 for Prandtl function

LINTW integer parameter specifying twist type: EQ 0 for nonlinear twist, NE 0 for linear twist

TWISTL linear twist rate Θ_{tw} (deg); used to calculate TWISTA and TWISTI if LINTW NE 0

OPUSLD integer parameter controlling use of unsteady lift, moment, and circulation terms: if 0, suppress; if 1, include; if 2, zero for stall ($15^{\circ} < |\alpha| < 165^{\circ}$)

OPCOMP integer parameter controlling aerodynamic model, EQ 0 for incompressible loads

Inflow model

INFLOW(6) integer vector defining induced velocity calculation (must be consistent with LEVEL)

    (1)   at this rotor: 0 for uniform, 1 for nonuniform

    (2)   at other rotor: 0 for zero, 1 for empirical, 2 for average at hub, 3 for nonuniform (only if $\Omega_2/\Omega_1 = 1$)

    (3)   at wing-body: 0 for zero, 1 for empirical, 2 for nonuniform

    (4)   at horizontal tail: 0 for zero, 1 for empirical, 2 for nonuniform

    (5)   at vertical tail: 0 for zero, 1 for empirical, 2 for nonuniform

    (6)   at point off rotor disk: 0 for zero, 1 for nonuniform

RRCOT root vortex position for wake model, r_{root}/R

RGMAX $r_{G_{max}}/R$ (induced velocity calculated using maximum bound circulation magnitude outboard of $r_{G_{max}}$)

Blade section aerodynamic characteristics

MRA number of aerodynamic segments; maximum 30

RAE(MRA + 1) radial stations r/R at edges of aerodynamic segments; sequential, from root to tip

Following quantities are specified at midpoint of aerodynamic segment

CHORD(MRA) blade chord, c/R

XA(MRA) offset of aerodynamic center aft of elastic axis, x_A/R; x_A is the point about which the moment data in the airfoil tables is given

THETZL(MRA) incremental pitch of zero lift line, Θ_{ZL} (deg); can be included in TWISTA; Θ_{ZL} is the pitch of the axis corresponding to zero angle of attack in the airfoil tables, relative to the twist angle (TWISTA)

TWISTA(MRA) blade twist relative .75R, Θ_{tw} (deg)

XAC(MRA) offset of aerodynamic center (for unsteady aerodynamics) aft of elastic axis, x_{AC}/R

MCORRL(MRA) Mach number correction factor $f_M = M_{eff}/M$ for lift

MCORRD(MRA) Mach number correction factor $f_M = M_{eff}/M$ for drag

MCORRM(MRA) Mach number correction factor $f_M = M_{eff}/M$ for moment

Blade section inertial and structural characteristics

MRI number of radial stations where characteristics defined; maximum 51

RI(MRI) radial stations r/R; sequential, from root to tip, RI(1) = 0. and RI(MRI) = 1.

MASS(MRI) section mass, m (slug/ft or kg/m)

EIXX(MRI) chordwise bending stiffness (lb-ft^2 or N-m^2)

EIZZ(MRI) flapwise bending stiffness (lb-ft^2 or N-m^2)

XI(MRI) offset of center of gravity aft of elastic axis, x_I/R

XC(MRI) offset of tension center aft of elastic axis, x_C/R (at the tip, XC should be set nearly equal XI)

KP2(MRI) polar radius of gyration about elastic axis, k_P^2/R^2

ITHETA(MRI) section moment of inertia about elastic axis, I_Θ (slug-ft or kg-m)

GJ(MRI) torsional stiffness, GJ (lb-ft^2 or N-m^2)

TWISTI(MRI) blade twist relative .75R, Θ_{tw} (deg)

Stall model

OPSTLL   integer parameter defining stall model
- 0   no stall
- 1   static stall
- 2   McCroskey stall delay
- 3   McCroskey stall delay with dynamic stall vortex loads
- 4   Boeing stall delay
- 5   Boeing stall delay with dynamic stall vortex loads

(the stall delay can be suppressed by setting TAU = 0.)

OPYAW   integer parameter defining yawed flow corrections
- 0   both yawed flow and radial drag included
- 1   no yawed flow $(\cos \Lambda = 1.)$
- 2   no radial drag $(F_r = 0.)$
- 3   neither yawed flow nor radial drag included

TAU(3)   stall delay time constants for lift, drag, and moment: τ_L, τ_D, τ_M (calculated if LT 0.)

ADELAY   maximum angle of attack increment due to stall delay, $\alpha_{max\ delay}$ (deg)

AMAXNS   angle of attack in linear range for no stall model, α_{max} (deg)

PSIDS(3)   dynamic stall vortex load rise and fall time (azimuth increment) for lift, drag, and moment: $\Delta\psi_{ds}$ (deg)

ALFDS(3)   dynamic stall angle of attack for lift, drag, and moment: α_{ds} (deg)

ALFRE(3)   stall recovery angle of attack for lift, drag, and moment: α_{re} (deg)

CLDSP   maximum peak dynamic stall vortex induced lift coefficient: $\Delta c_{\ell_{ds}}$

CDDSP   maximum peak dynamic stall vortex induced drag coefficient: $\Delta c_{d_{ds}}$

CMDSP   maximum peak dynamic stall vortex induced moment coefficient: $\Delta c_{m_{ds}}$

KHLMDA   factor k_h for hover induced velocity (typically 1.1)

KFLMDA   factor k_f for forward flight induced velocity (typically 1.2)

FXLMDA   factor f_x for linear inflow variation in forward flight (typically 1.5)

FYLMDA   factor f_y for linear inflow variation in forward flight (typically 1.)

FMLMDA   factor f_m on linear inflow variation due to hub moment (typically 1.)

FACTWU   factor introducing lag in C_T, C_{M_x}, and C_{M_y} used to calculate induced velocity (typically .5)

KINTH   factor for hover interference velocity at other rotor (K_{21} or K_{12})

KINTF   factor for forward flight interference velocity at other rotor (K_{21} or K_{12})

            (linear variation between KINTH at $\mu = 0.05$ and KINTF at $\mu = 0.10$ is used)

KINTWB   factor for rotor-induced interference velocity at wing-body, K_W

KINTHT   factor for rotor-induced interference velocity at horizontal tail, K_H

KINTVT   factor for rotor-induced interference velocity at vertical tail, K_V

            (K_W, K_H, K_V equal fraction of fully-developed wake times maximum fraction surface in wake)

HINGE   integer parameter specifying blade mode type
                 0   hinged
                 1   cantilever
                 2   articulated (flap and lag modes only)

NCOLB   number of collocation functions for bending mode calculations (total flap and lag, alternating); maximum 20

NCOLT   number of collocation functions for torsion mode calculations; maximum 10

NONROT   integer parameter: NE 0 to calculate nonrotating bending frequencies

EPMODE   criterion on change of collective pitch to update blade modes, $\Delta\Theta_{75}$ (deg)

MASST	tip mass (slug or kg); the tip mass can also be included directly in the section mass distribution
XIT	offset of tip mass center of gravity aft of elastic axis, x_I/R
MBLADE	blade mass (slug or kg); if LE 0., integral of section mass used (with mass included at $r = 0$. to account for the hub mass)
EFLAP	flap hinge offset e_f/R (extent of rigid hub for cantilver blade)
ELAG	lag hinge offset e_1/R (extent of rigid hub for cantilver blade)
KFLAP	flap hinge spring (ft-lb/rad or m-N/rad)
KLAG	lag hinge spring (ft-lb/rad or m-N/rad)
RCPLS	hinge spring parameter, $\mathcal{R}_s$
TSPRNG	hinge spring parameter, θ_{so} (hinge spring pitch angle is $\theta_s = \theta_{so} + \mathcal{R}_s \theta_{75}$)
RCPL	structural coupling parameter $\mathcal{R}$ (effective pitch angle $\mathcal{R}\theta$ used to calculate blade bending modes; normally $\mathcal{R} = 1$.)
NOPB	integer parameter specifying twist inboard of r_{FA}: EQ 1 for no pitch bearing
WTIN	integer parameter defining control system stiffness input: 1 for K_θ, 2 for ω_θ
	control system frequency ω_θ (per rev, at normal tip speed VTIPN)
FTO	collective
FTC	cyclic
FTR	reactionless
	control system stiffness K_θ (ft-lb/rad or m-N/rad)
KTO	collective
KTC	cyclic
KTR	reactionless
KPIN	integer parameter defining pitch/bending coupling input: 1 for input, 2 for calculated (negative to suppress cosine factors in K_{P_i} and K_{P_G})
	root geometry to calculate pitch/bending coupling (KPIN = 2 or -2)
PHIPH	pitch horn cant angle, ϕ_{PH} (deg)
PHIPL	pitch link cant angle, ϕ_{PL} (deg)
RPB	pitch bearing radial location, r_{PB}/R
RPH	pitch horn radial location, r_{PH}/R
XPH	pitch horn length, x_{PH}/R

ATANKP(NBM)	pitch/bending coupling $\tan^{-1}K_{P_i}$ (deg), for pitch horn level (KPIN = 1 or -1)
DEL3G	pitch/gimbal coupling $\tan^{-1}K_{PG}$ (deg), for pitch horn level
RFA	feathering axis radial location, r_{FA}/R
ZFA	gimbal undersling, z_{FA}/R
XFA	torque offset, x_{FA}/R
CONE	precone angle δ_{FA_1} (deg), positive up
DROOP	droop angle δ_{FA_2} (deg) at $\Theta_{75} = 0$, positive down from precone
SWEEP	sweep angle δ_{FA_3} (deg) at $\Theta_{75} = 0$, positive aft
FDROOP	feathering axis droop angle δ_{FA_4} (deg), positive down from precone
FSWEEP	feathering axis sweep angle δ_{FA_5} (deg), positive aft

Namelist NLWAKE

FACTWN	factor introducing lag in bound circulation used to calculate induced velocity
OIVXVY	integer parameter: EQ 0 to suppress x and y components of induced velocity calculated at the rotors
KNW	extent of near wake, K_{NW}
KRW	extent of rolling up wake, K_{RW}
KFW	extent of far wake and tip vortices, K_{FW}
KDW	extent of far wake and tip vortices for points off rotor disk, K_{DW}

$$(\text{age } \phi = K\Delta\Psi ; \text{ all } K \text{ GE } 1)$$

RRU	initial radial station of wake rollup, r_{RU}/R
FRU	initial tip vortex fraction of Γ_{max} for rollup, f_{RU}
PRU	extent of rollup in wake age, ϕ_{RU} (deg)
FNW	tip vortex fraction of Γ_M for near wake, f_{NW}
DVS	sheet edge test parameter d_{vs}; LT 0. to suppress test
DLS	lifting surface correction parameter d_{ls}; LT 0. to suppress correction
CORE(5)	vortex core radii r_c/R (1) tip vortices (2) burst tip vortices (3) tip vortices in far wake off rotor (4) trailed lines (LT 0. for default = s/2) (5) shed lines (LT 0. for default = t/2)
OPCORE(2)	integer parameter specifying vortex core type: 0 for distributed vorticity, 1 for concentrated vorticity (1) tip vortices (2) inboard wake
OPNWS(2)	integer parameter controlling action when inflow and circulation points coincide in near wake (ϕ = 0) and sheets are being used: 0 to use two sheets, 1 to use lines, 2 to use single sheet (1) shed wake (2) trailed wake
LHW	number of spirals of far wake for axisymmetric case, L_{HW}
OPHW	integer parameter: EQ 0 for axisymmetric wake geometry
OPRTS	integer parameter: NE 0 to include rotation matrices $(R_{TS},$ etc.) in influence coefficients

WKMODL(13)   integer parameter defining wake model: 0 to omit
              element, 1 for line segment with stepped circulation
              distribution, 2 for line segment with linear circulation
              distribution, 3 for vortex sheet element

        (1) tip vortices (stepped line or linear line)
        (2) near wake shed vorticity
        (3) near wake trailed vorticity
        (4) rolling up wake shed vorticity
        (5) rolling up wake trailed vorticity
        (6) far wake shed vorticity
        (7) far wake trailed vorticity
        (8) far wake (off rotor) shed vorticity
        (9) far wake (off rotor) trailed vorticity
     (10) bound vortices (no sheet model)
     (11) axisymmetrical wake axial vorticity (no line model)
     (12) axisymmetrical wake shed vorticity (no line model)
     (13) axisymmetrical wake ring vorticity (no line model)
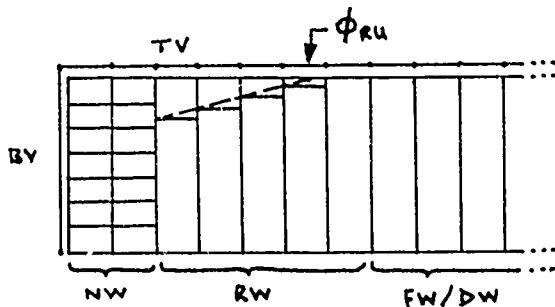
MRG   number of circulation points for near wake; LE MRA

NG(MRG)   circulation points, identified by aerodynamic segment
              number: n_{G_i} for i = 1 to MRG (corresponding r_i must be
              between r_{root}/R and 1.)

MRL   number of inflow points; LE MRA

NL(MRL)   points at which the induced velocity is calculated,
              identified by aerodynamic segment number: n_{L_i} for
              i = 1 to MRL

OPWKBP(3)   integer parameter controlling blade position model for wake
              analysis
      (1)   EQ 0 to suppress inplane motion
      (2)   EQ 0 to suppress all harmonics except mean
      (3)   EQ 0 for linear from $r = r_{root}/R$ to $r = 1$.

VELB	core burst propagation rate, $V_b = \partial\phi/\partial\Psi$
DPHIB	core burst age increment, $\Delta\phi_b$ (deg)
DBV	core burst test parameter d_{bv}; LT 0. to suppress bursting
QDEBUG	velocity criterion for debug print: print if $|\vec{V}\cdot\vec{k}/\Gamma| >$ QDEBUG

Prescribed wake geometry

KRWG	extent of prescribed wake geometry, K_{RWG} (age $\phi = K\Delta\Psi$); maximum 144
OPRWG	integer parameter defining prescribed wake geometry model

     1 from $K_1 = f_1\lambda$, $K_2 = f_2\lambda$, input K_3, input K_4

     2 option #1, without interference velocity in λ

     3 from input K_1, K_2, K_3, K_4

       Landgrebe prescribed wake geometry

     4   from C_T

     5   from Γ_{max}

     6   from λ

     7   from λ without interference

       Kocurek and Tangler prescribed wake geometry

     8   from C_T

     9   from Γ_{max}

     10   from λ

     11   from λ without interference

Factors f_1 and f_2 for prescribed wake geometry

FWGT(2)	tip vortex
FWGSI(2)	inside sheet edge
FWGSO(2)	outside sheet edge

Constants K_1, K_2, K_3, K_4 for prescribed wake geometry

KWGT(4)	tip vortex
KWGSI(4)	inside sheet edge
KWGSO(4)	outside sheet edge

Free wake geometry

KFWG   extent of free wake geometry distortion calculation, K_{FWG} (age $\phi = K\Delta\Psi$); suggest $(.4/\mu)$MPSI; maximum 96, multiple MPSI

OPFWG   integer parameter defining free wake geometry model
        1   Scully free wake geometry
        2   option #1, without interference velocity

ITERWG   number of wake geometry iterations; suggest 2 or 3

FACTWG   factor introducing lag in distortion calculation to improve convergence; suggest 0.5

RTWG(2)   radial station r/R of trailed vorticity
        (1)   inside sheet edge
        (2)   outside sheet edge, or trailed line (suggest .4)

WGMODL(2)   integer parameter defining wake model: 0 to omit, 1 for line segment, 2 for sheet element
        (1)   inboard trailed wake elements
        (2)   shed wake elements

CCREWG(4)   vortex core radii r_c/R
        (1)   tip vortices
        (2)   burst tip vortices (LE 0. for default = unburst value)
        (3)   inboard trailed lines (LE 0. for default = $\frac{1}{2}$(RTWG(2) - RTWG(1)))
        (4)   shed lines (LE 0. for default = $0.4\Delta\Psi$)

MRVBWG   number of wake revolutions used below point where induced velocity is being calculated; suggest 2

LDMWG   integer parameter ℓ_{DM}: general update every $\ell_{DM}\Delta\Psi$ increment in boundary age; suggest $180°/\Delta\Psi$

NDMWG(MPSI)   integer parameter $n_{DM}(\Psi_j)$: boundary update every n_{DM} increment in age, function of $\Psi_j = j\Delta\Psi$, j = 1 to MPSI; suggest $90°/\Delta\Psi$ fore and aft, and $45°/\Delta\Psi$ on sides

DQWG(2)   incremental velocity criteria; suggest $0.04\lambda_i$ to $0.08\lambda_i$
        (1)   near wake elements defined by $|\Delta\vec{q}| > $ DQWG(1)
        (2)   integrate bound vortex line in time over if $|\Delta\vec{q}| > $ DQWG(2)

IPWGDB(2)   integer parameters controlling debug level 3 print
of wake geometry distortion

   (1) IPR: print distortior. before general
      update every IPR $*\Delta\Psi$; EQ 0 to suppress
   (2) INPS: print distortion after each
      iteration every INPS $*\Delta\Psi$; EQ 0 to
      suppress; last iteration printed in full

QWGDB   parameter controlling debug level 3 print: induced velocity
contribution of wake element printed if $|\Delta\vec{q}| >$ QWGDB;
suggest $0.5\lambda_i$ to $1.0\lambda_i$

Namelist NLBODY

TITLE(20)	title for airframe and drive train data (80 characters)
WEIGHT	aircraft gross weight including rotors (lb or kg)

aircraft moments of inertia including rotors (slug-ft^2 or kg-m^2)

IXX	I_{xx}
IYY	I_{yy}
IZZ	I_{zz}
IXY	I_{xy}
IXZ	I_{xz}
IYZ	I_{yz}

TRATIO	ratio of rotor #2 rotational speed to rotor #1 rotational speed, Ω_2/Ω_1 (transmission gear ratio r_{I_1}/r_{I_2})
CONFIG	integer parameter specifying helicopter configuration

    0   for one rotor

    1   for single main rotor and tail rotor (rotor #2 is the tail rotor)

    2   for tandem main rotors (rotor #2 is the rear rotor)

    3   for tilting proprotor aircraft (rotor #2 is the left rotor)

ASHAFT(2)	shaft angle of attack Θ_R (deg), positive rearward

    (1) rotor #1

    (2) rotor #2

ACANT(2)	shaft cant angle ϕ_R (deg); positive to right for main rotor; positive upward for tail rotor; positive inward in helicopter mode for tilt rotor

    (1) rotor #1

    (2) rotor #2

ATILT	nacelle tilt angle α_P (deg), for tilting proprotor configuration only; 0. for airplane mode, 90. for helicopter mode
HMAST	rotor mast length from pivot to hub (ft or m), for tilting proprotor configuration only
DPSI21	$\Delta\Psi_{21}$ (deg); rotor #2 azimuth angle Ψ_2 when rotor #1 azimuth angle $\Psi_1 = 0$; must be 0. if $\Omega_2/\Omega_1 \neq 1$.
CANTHT	horizontal tail cant angle ϕ_{HT} (deg), positive to left
CANTVT	vertical tail cant angle ϕ_{VT} (deg), positive to right

location (fuselage station, butt line, and waterline) of aircraft components relative to a body fixed reference system having an arbitrary orientation and origin; fuselage station (FS) positive aft, butt line (BL) positive to right, and waterline (WL) positive up (ft or m)

FSCG   aircraft center of gravity location

BLCG

WLCG

FSR1   rotor #1 hub location (right nacelle pivot location for tilting proprotor configuration)

BLR1

WLR1

FSR2   rotor #2 hub location

BLR2

WLR2

FSWB   wing-body center of action

BLWB

WLWB

FSHT   horizontal tail center of action

BLHT

WLHT

FSVT   vertical tail center of action

BLVT

WLVT

FSOFF   point off rotor disk (for induced velocity calculation)

BLOFF

WLOFF

CNTRLZ(11)   control inputs (deg) for all sticks centered ($\vec{v}_p = 0$):

$$\vec{v}_0 = (\; \theta_0 \quad \theta_{1c} \quad \varepsilon_{1s} \quad \theta_0 \quad \theta_{1c} \quad \theta_{1s} \quad \delta_f \quad \delta_e \quad \delta_a \quad \delta_r \quad \theta_t \;)^T$$

            rotor #1   rotor #2   aircraft

description of control system (for T_{CFE}); K parameters are gains (deg per stick deflection), $\Delta\Psi_{CFE}$ parameters are swashplate azimuth lead angles (deg)

one rotor, single main rotor and tail rotor, tilting proprotor configurations

KOCFE — K_0, collective stick to collective pitch

KCCFE — K_c, lateral cyclic stick to cyclic or differential collective pitch

KSCFE — K_s, longitudinal cyclic stick to cyclic pitch

KPCFE — K_p, pedal to tail rotor collective or differential cyclic pitch

PCCFE — $\Delta\Psi_c$, lateral cyclic stick to cyclic pitch (one rotor, or single main rotor and tail rotor configurations)

PSCFE — $\Delta\Psi_s$, longitudinal cyclic stick to cyclic pitch

PPCFE — $\Delta\Psi_p$, pedal to differential cyclic pitch (tilting proprotor configuration only)

tandem main rotor configuration

KFOCFE — K_{FO}, collective stick to front collective pitch

KROCFE — K_{RO}, collective stick to rear collective pitch

KFCCFE — K_{FC}, lateral cyclic stick to front cyclic pitch

KRCCFE — K_{RC}, lateral cyclic stick to rear cyclic pitch

KFSCFE — K_{FS}, longitudinal cyclic stick to front collective pitch

KRSCFE — K_{RS}, longitudinal cyclic stick to rear collective pitch

KFPCFE — K_{FP}, pedal to front cyclic pitch

KRPCFE — K_{RP}, pedal to rear cyclic pitch

PFCCFE — $\Delta\Psi_{FC}$, lateral cyclic stick to front cyclic pitch

PRCCFE — $\Delta\Psi_{RC}$, lateral cyclic stick to rear cyclic pitch

PFPCFE — $\Delta\Psi_{FP}$, pedal to front cyclic pitch

PRPCFE — $\Delta\Psi_{RP}$, pedal to rear cyclic pitch

aircraft controls (all configurations)

KFCFE — K_f, collective stick to flaperon

KTCFE — K_t, collective stick to throttle

KACFE — K_a, lateral cyclic stick to ailerons

KECFE — K_e, longitudinal cyclic stick to elevator

KRCFE — K_r, pedal to rudder

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NEM   number of airframe modes for which data supplied; maximum 10

QMASS(NEM)   generalized mass M_k including rotors (slug or kg)

QFREQ(NEM)   generalized frequency ω_k (Hz)

QDAMP(NEM)   structural damping g_s

QDAMPA(NEM)   aerodynamic damping $F_{q_k \dot{q}_k} = \partial(Q_k/\frac{1}{2}\rho V^2)/\partial(\dot{q}_{s_k}/V)$ (ft^2 or m^2)

QCNTRL(4,NEM)   control derivatives $F_{q_k \delta} = 2\,\partial(Q_k/\frac{1}{2}\rho V^2)/\partial\delta$ for δ_f, δ_e, δ_a, δ_r (ft^2/rad or m^2/rad)

DOFSYM(NEM)   integer vector designating type of mode: GT 0 for symmetric, LT 0 for antisymmetric; only required for flutter analysis with OPSYMM NE 0

ZETAR1(3,NEM)   linear mode shape $\vec{\xi}_k$ at rotor #1 hub (ft/ft or m/m)

ZETAR2(3,NEM)   linear mode shape $\vec{\xi}_k$ at rotor #2 hub (ft/ft or m/m)

GAMAR1(3,NEM)   angular mode shape $\vec{\gamma}_k$ at rotor #1 hub (rad/ft or rad/m)

GAMAR2(3,NEM)   angular mode shape $\vec{\gamma}_k$ at rotor #2 hub (rad/ft or rad/m)

pitch/mast-bending coupling (rad/ft or rad/m)

KPMC1(NEM) $K_{MC_k} = -\ \partial\Theta_{1c}/\partial q_{s_k}$ for rotor #1

KPMS1(NEM) $K_{MS_k} = -\ \partial\Theta_{1s}/\partial q_{s_k}$ for rotor #1

KPMC2(NEM) $K_{MC_k} = -\ \partial\Theta_{1c}/\partial \dot{q}_{s_k}$ for rotor #2

KPMS2(NEM) $K_{MS_k} = -\ \partial\Theta_{1s}/\partial q_{s_k}$ for rotor #2

Aircraft aerodynamic characteristics

Wing-body

LFTAW	L_α/q	(ft²/rad or m²/rad)
LFTFW	L_{δ_f}/q	(ft²/rad or m²/rad)
LFTDW	L_{δ_F}/q	(ft²/rad or m²/rad)
AMAXW	α_{max}	(deg)
IWB	i_{WB}	(deg)
DRGOW	$f_{WB} = D_0/q$	(ft² or m²)
DRGVW	f_{vert}	(ft² or m²)
DRGIW	$\pi e \ell_W^2 = (\partial(D_i/q)/\partial(L/q)^2)^{-1}$	(ft² or m²)
DRGFW	$D_{0_{\delta_f}}/q$	(ft²/rad or m²/rad)
DRGDW	$D_{0_{\delta_F}}/q$	(ft²/rad or m²/rad)
MOMOW	M_0/q	(ft³ or m³)
MOMAW	M_α/q	(ft³/rad or m³/rad)
MOMFW	M_{δ_f}/q	(ft³/rad or m³/rad)
MOMDW	M_{δ_F}/q	(ft³/rad or m³/rad)
SIDEB	Y_β/q	(ft²/rad or m²/rad)
SIDEP	VY_p/q	(ft³/rad or m³/rad)
SIDER	VY_r/q	(ft³/rad or m³/rad)
ROLLB	N_{x_β}/q	(ft³/rad or m³/rad)
ROLLP	VN_{x_p}/q	(ft⁴/rad or m⁴/rad)
ROLLR	VN_{x_r}/q	(ft⁴/rad or m⁴/rad)
ROLLA	$N_{x_{\delta_a}}/q$	(ft³/rad or m³/rad)
YAWB	N_{z_β}/q	(ft³/rad or m³/rad)
YAWP	VN_{z_p}/q	(ft⁴/rad or m⁴/rad)
YAWR	VN_{z_r}/q	(ft⁴/rad or m⁴/rad)
YAWA	$N_{z_{\delta_a}}/q$	(ft³/rad or m³/rad)

Horizontal tail

LFTAH	L_α/q	(ft²/rad or m²/rad)
LFTEH	L_{δ_e}/q	(ft²/rad or m²/rad)
AMAXH	α_{max}	(deg)
IHT	i_{HT}	(deg)

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Vertical tail

LFTAV	L_α/q	$(ft^2/rad$ or $m^2/rad)$
LFTRV	L_{δ_r}/q	$(ft^2/rad$ or $m^2/rad)$
AMAXV	α_{max}	(deg)
IVT	i_{VT}	(deg)

Airframe interference

FETAIL	$f_\epsilon = (\partial\epsilon/\partial(L/q))^{-1}$	$(ft^2$ or $m^2)$
LHTAIL	horizontal tail length ℓ_{HT} for ϵ (ft or m)	
HVTAIL	vertical tail height h_{VT} for σ, positive up (ft or m)	
OPTINT	integer parameter controlling airframe/tail aerodynamic interference: EQ 0 to suppress ($\epsilon = 0$ and $\sigma = 0$)	

Engine and drive train parameters

ENGPOS — integer parameter specifying drive train configuration:
    0 one rotor
    1 asymmetric, engine by rotor #1
    2 asymmetric, engine by rotor #2
    3 symmetric

IENG — engine rotational inertia $r_E^2 I_E$, for both engines if symmetric configuration (slug-ft^2 or kg-m^2)

drive train spring constants (ft-lb/rad or n-N/rad)

KMAST1 — rotor #1 shaft, K_{M_1} or K_M

KMAST2 — rotor #2 shaft, K_{M_2}

KICS — interconnect shaft, $r_{I_2}^2 K_I$ or $r_I^2 K_I$

KENG — engine shaft, $r_E^2 K_E$

GSE — engine shaft structural damping g_s (Ψ_e degree of freedom)

GSI — interconnect shaft structural damping g_s (Ψ_I degree of freedom)

KEDAMP — engine damping factor K; typically 1.0 for turboshaft engines, or 10. for induction electric motors

THRTLC — $\partial P_E / \partial \Theta_t$ (dimensional), for both engines if symmetric configuration; if the throttle variable Θ_t is only used for the governor, just the products
$$K_P \, \partial P_E / \partial \Theta_t = - \partial P / \partial \dot{\Psi}_s$$
$$K_I \, \partial P_E / \partial \Theta_t = - \partial P / \partial \Psi_s$$
must be correct ($P = \Omega_R Q_R = \Omega_E Q_E$)

governor proportional feedback gains (sec)

KPGOVE — to throttle, $K_P = - \partial \Theta_t / \partial \dot{\Psi}_s$

KPGOV1 — to rotor #1 collective, $K_P = \partial \Theta / \partial \dot{\Psi}_s$

KPGOV2 — to rotor #2 collective, $K_P = \partial \Theta / \partial \dot{\Psi}_s$

governor integral feedback gains

KIGOVE — to throttle, $K_I = - \partial \Theta_t / \partial \Psi_s$

KIGOV1 — to rotor #1 collective, $K_I = \partial \Theta / \partial \Psi_s$

KIGOV2 — to rotor #2 collective, $K_I = \partial \Theta / \partial \Psi_s$

T1GOVE	governor time lag $\tau_1 = 2\zeta/\omega_n$ (sec) throttle	
T1GOV1	rotor #1	
T1GOV2	rotor #2	
T2GOVE	governor time lag $\tau_2 = 1/\omega_n^2$ (sec^2) throttle	
T2GOV1	rotor #1	
T2GOV2	rotor #2	

Namelist NLLOAD

	Airframe vibration
MVIB	number of stations for airframe vibration calculation and print; maximum 10; LE 0 to suppress
	airframe location for vibration calculation (ft or m)
FSVIB(MVIB)	fuselage station
BLVIB(MVIB)	butt line
WLVIB(MVIB)	waterline
ZETAV(3,NEM,MVIB)	linear mode shape $\vec{\zeta}_k$ at airframe vibration stations (ft/ft or m/m)

MALOAD	integer parameter controlling print of motion and aerodynamics: EQ 0 to suppress; LT 0 for only plots
MHLOAD	integer parameter controlling print of hub and control loads: EQ 0 to suppress
MRLOAD	number of radial stations for blade section load calculation and print; maximum 20; LE 0 to suppress
RLOAD(MRLOAD)	blade radial stations r/R for section loads
MHARML	number of harmonics in loads analysis; maximum 30; LT 0 for no harmonic analysis; suggest about MPSI/3
NPOLAR	integer parameter n for polar plots: symbol printed every n-th step
NWKGMP(4)	integer parameter controlling wake geometry printer plot; EQ 0 to suppress (1) top view (2) side view (3) back view (4) axial convection
MWKGMP	number of azimuth stations at which wake geometry plotted; maximum 8; LE 0 for no plots
JWKGMP(MWKGMP)	azimuth stations at which wake geometry plotted $(\psi = j \Delta\psi)$

NPLOT(75)   integer parameter controlling printer-plots of motion and aerodynamics: 0 for no plot, 1 for time history plot, 2 for polar plot, 3 for both (only time history available for 1-4 and 68-75)

(1) bending motion
(2) torsion motion
(3) maximum circulation
(4) λ off rotor

(5) α
(6) M
(7) Λ
(8) c_ℓ
(9) c_d
(10) c_m
(11) $c_{d_{radial}}$
(12) Γ
(13) u_P
(14) u_T
(15) u_R
(16) U
(17) Θ
(18) ϕ
(19) lag
(20) flap
(21) α_{eff}, lift
(22) drag
(23) moment
(24) M_{eff}, lift
(25) drag
(26) moment
(27) λ_x
(28) λ_y
(29) λ_z
(30) interference λ_x
(31) λ_y
(32) λ_z
(33) u_G
(34) v_G
(35) w_G
(36) L/c
(37) D/c
(38) M/c
(39) D_r/c
(40) F_x/c
(41) F_r/c
(42) $F_z/c = C_T/\sigma$
(43) M_a/c
(44) $\tilde{F}_r/c$

(45) not used
(46) not used
(47) not used
(48) C_P/σ
(49) C_{P_i}/σ
(50) $C_{P_{int}}/\sigma$
(51) C_{P_o}/σ
(52) L *
(53) D *
(54) M *
(55) D_r *
(56) F_x *
(57) F_r *
(58) $F_z = T$ *
(59) M_a *
(60) F_r *
(61) not used
(62) not used
(63) not used
(64) P *
(65) P_i *
(66) P_{int} *
(67) P_o *

(68) rotating frame root loads
(69) nonrotating frame hub loads
(70) rotating frame root loads   *
(71) nonrotating frame hub loads   *
(72) section loads, shaft axes
(73) section loads, principal axes
(74) section loads, shaft axes   *
(75) section loads, principal axes   *

*dimensional quantities

for polar plots, last digit of integer part of
(value/increment) is printed, if it is a multiple
of NPOLAR; the plot increment is defined as follows

    .01   plots 27-35
    .1   plots 6, 8-16, 24-26, 36-51
    1.   plots 5, 7, 17-23, 52-61
    10. plots 62-67

KFATIG   parameter K in fatigue damage calculation; suggest 3 or 4

SENDUR(18)   endurance limit S_E (dimensional force or moment)

CMAT(18)   material constant C

EXMAT(18)   material exponent M

    rotating frame root loads
- (1)   inplane shear f_x
- (2)   axial shear f_r
- (3)   vertical shear f_z
- (4)   flap moment m_x
- (5)   lag moment m_z
- (6)   control moment m_c

    nonrotating frame hub loads
- (7)   drag force H
- (8)   side force Y
- (9)   thrust T
- (10)   roll moment M_x
- (11)   pitch moment M_y
- (12)   torque Q

    section loads (principal axes)
- (13)   chord shear f_x
- (14)   axial shear f_r
- (15)   normal shear f_z
- (16)   flatwise moment m_x
- (17)   edgewise moment m_z
- (18)   torsion moment m_t

the S-N curve is approximated by $N = C / (S/S_E - 1)^M$

use S_E LT 0. or C LT 0. to suppress damage fraction calculation; use M EQ 0. to suppress equivalent peak-to-peak load calculation as well

Far field rotational noise

MNOISE	number of microphones; maximum 10; LE 0 for no noise analysis
RANGE(MNOISE)	microphone range relative hub (ft or m)
ELVATN(MNOISE)	microphone elevation relative hub (deg), positive above rotor disk
AZMUTH(MNOISE)	microphone azimuth relative hub (deg), defined as for rotor azimuth

MHARMN(3)	number of harmonics
	   (1) in noise calculation; maximum 500
	   (2) in aerodynamic load harmonic analysis (suggest MPSI/3)
	   (3) in print of noise (LE 0 for no print)

MTIMEN(3)	number of time steps (LE 0 to suppress)
	   (1) in period of noise calculation; maximum 500
	   (2) increment in noise print
	   (3) increment in noise plot

AXS(MRA)	blade cross section area A_{xs}/c^2 at aerodynamic segments, for thickness noise calculation (typically 0.685 times thickness ratio)

OPNOIS(4)	integer parameter controlling noise calculation: 0 to suppress, 1 for impulsive chordwise loading, 2 for distributed chordwise loading
	   (1) lift noise
	   (2) drag noise
	   (3) radial force noise
	   (4) thickness noise

Namelist NLFLUT

CPFLOW   integer parameter specifying analysis type: LT 0 for
constant coefficient approximation; EQ 0 for axial flow;
GT 0 for periodic coefficients

CPSYMM   integer parameter: NE 0 for symmetric and antisymmetric
analyses (tilting proprotor configuration only)

CFFDAN   integer parameter: EQ 0 to suppress flight dynamics analysis

NBLDFL   integer parameter: EQ 1 for independent rotor blade analysis

MPSIFC   number of azimuth steps in period for nonaxial flow, periodic
coefficient analysis (CPFLOW GT 0); $\Delta\Psi = 360/(N_{bld}M)$ for
odd number of blades, $\Delta\Psi = 720/(N_{bld}M)$ for even number of
blades

NINTPC   integer parameter specifying numerical integration option
for periodic coefficient analysis (CPFLOW GT 0): 1 for
modified trapezoidal method, 2 for Runge-Kutta method

MPSICC   number of azimuth stations (per revolution) in evaluation
of average coefficients for constant coefficient approximation
(CPFLOW LT 0); $\Delta\Psi = 360°/M$

DALPHA   angle of attack increment $\Delta\alpha$ (deg) for calculation of
c_ℓ, c_d, and c_m derivatives in aerodynamic coefficients

DMACH   Mach number increment $\Delta M/M$ for calculation of c_ℓ, c_d, and
c_m derivatives in aerodynamic coefficients

CPUSLD   integer parameter controlling use of unsteady lift and moment
in flutter analysis: 0 to suppress; 1 to include; 2 for
zero in stall $(15° < |\alpha| < 165°)$

DELTA   control and motion increment for aircraft stability derivative
calculation (dimensionless)

OPRINT   integer parameter: EQ 0 to suppress rotor/body aerodynamic
interference in flutter analysis

OPGRND   integer parameter controlling ground effect analysis: EQ 0
for out of ground effect, NE 0 for in ground effect

KASGE   factor for antisymmetric ground effect: 0. to suppress, 1.0
for unstable roll moment due to ground effect (tilting proprotor
configuration only)

OPSAS   integer parameter controlling use of SAS: EQ 0 to suppress

KCSAS   lateral SAS gain $K_c = -\partial\delta_c/\partial\phi_F$ (deg/deg)

KSSAS   longitudinal SAS gain $K_s = \partial\delta_s/\partial\theta_F$ (deg/deg)

TCSAS   lateral SAS lead time τ_c (sec)

TSSAS   longitudinal SAS lead time τ_s (sec)

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OPTORS(2)   integer parameter: EQ 0 for rigid pitch model (infinite control system stiffness, no p_0 degree of freedom)
               (1)   rotor #1
               (2)   rotor #2

DOF(30)   integer vector defining degrees of freedom for flutter analysis; 0 if not used, 1 if used, 2 if quasistatic variable; order:

rotor #1 $\beta_0^{(i)} \, \beta_{1c}^{(i)} \, \beta_{1s}^{(i)} \ldots \beta_{N/2}^{(i)}$ $\theta_0^{(i)} \, \theta_{1c}^{(i)} \, \theta_{1s}^{(i)} \ldots \theta_{N/2}^{(i)}$ $\beta_{GC} \, \beta_{GS} \, \psi_S$ $\lambda_u \, \lambda_x \, \lambda_y$

rotor #2 $\beta_0^{(i)} \, \beta_{1c}^{(i)} \, \beta_{1s}^{(i)} \ldots \beta_{N/2}^{(i)}$ $\theta_0^{(i)} \, \theta_{1c}^{(i)} \, \theta_{1s}^{(i)} \ldots \theta_{N/2}^{(i)}$ $\beta_{GC} \, \beta_{GS} \, \psi_{I}$ $\lambda_u \, \lambda_x \, \lambda_y$

               bending   pitch/torsion   gimbal rotor   inflow
                (15)   (9)   teeter speed

airframe $\phi_F \, \theta_F \, \psi_F \, x_F \, y_F \, z_F$ $q_{s7} \ldots q_{s16}$ ψ_e $\Delta\theta_t \, \Delta\theta_{gvr_1} \, \Delta\theta_{gvr_2}$

               rigid body   flexible   engine   governor
                            body (10)   speed

CON(26)   integer vector defining control variables, 0 if not used; order:

rotor #1 $\theta_0 \; \theta_{1c} \; \theta_{1s} \ldots \theta_{N/2}$

rotor #2 $\theta_0 \; \theta_{1c} \; \theta_{1s} \ldots \theta_{N/2}$

             pitch (8)

airframe $\delta_f \; \delta_e \; \delta_a \; \delta_r \; \theta_t$

pilot $\delta_0 \; \delta_c \; \delta_s \; \delta_p \; \delta_T$

GUC(3)   integer vector defining gust components, 0 if not used; order: u_G, v_G, w_G

for a two-bladed rotor, β_{GC} is replaced by β_T

there are N_{bld} rotor pitch control variables; except for a two-bladed rotor, which has the 4 variables θ_0, θ_{1c}, θ_{1s}, θ_1

ANTYL(4)   integer parameter specifying tasks in linear system
analysis, EQ 0 to suppress
    (1) eigenanalysis
    (2) transfer function printer-plot
    (3) time history printer-plot
    (4) rms gust response

Eigenanalysis

NSYSAN   calculation control: 0 for eigenvalues, 1 for eigenvalues and eigenvectors; 10 or 11 for zeros as well

NSTEP   static response calculated if NE 0

NFREQ   number of frequencies for which frequency response calculated; LE 0 to suppress; maximum 100

FREQ(NFREQ)   vector of frequencies (per rev)

Transfer function printer-plot

NBPLOT   calculation method: if 1, from matrices; if 2, from poles and zeros

NXPLT   number of degrees of freedom to be plotted; maximum 80

NVPLT   number of controls to be plotted; maximum 29

NAMEXI(NXPLT)   vector of variable names to be plotted (inconsistent names ignored)

NAMEVP(NVPLT)   vector of control names to be plotted (inconsistent names ignored)

NLPLT   frequency steps per decade

NFOPLT   exponent (base 10) of beginning frequency

NF1PLT   exponent (base 10) of end frequency

     (maximum $NF = (NF1PLT - NFOPLT) * NDPLT + 1 = 151$)

MSPLT   magnitude plot scale: if 1, plot relative maximum value; if 2, plot relative 10.**K; if 3, plot relative 10.

Time history printer-plot

NTPLOT	control input type: 1 for step, 2 for impulse, 3 for cosine impulse, 4 for sine doublet, 5 for square impulse, 6 for square doublet
PERPLT	period T for impulse or doublet (sec)
DTPLT	time step (sec)
TMXPLT	maximum time (sec); maximum NXPLT*NVPLT*TMXPLT/DTPLT = 7200
NXPLT	number of degrees of freedom to be plotted; maximum 80
NVPLT	number of controls to be plotted; maximum 29
NAMEXP(NXPLT)	vector of variable names to be plotted (inconsistent names ignored)
NAMEVP(NVPLT)	vector of control names to be plotted (inconsistent names ignored)

Rms gust response

LGUST(MG)	real vector of gust correlation lengths: GT 0., dimensional length L ($\tau_G = L/2V$); EQ 0., set L = 400.; LT 0., magnitude is dimensionless correlation time τ_G (frequency $\omega = \Omega/\tau_G$)
MGUST(MG)	real vector of gust component relative magnitudes
	MG = number of gust components; maximum 3
NAMEXA(MACC)	vector of names of degrees of freedom for which acceleration calculated; last 3 equal ACCB for body axis acceleration (all 3 or none) (inconsistent names ignored)
FREQA(MACC)	vector of acceleration break frequencies (Hz); 2/rev used if LT 0.; in same order as NAMEXA
MACC	number of accelerometers; LE 0 for none; maximum 83
	location of point at which body axis acceleration calculated (ft or m)
FSACC	fuselage station
BLACC	butt line
WLACC	waterline
ZPACC(3,NEM)	linear mode shape $\vec{\zeta}_k$ at point where body axis acceleration calculated
NAMEXR(3)	names of β_{1c}, ζ_{1c}, and Θ_{1c} in state vector; assumed that β_{1s}, ζ_{1s}, and Θ_{1s} follow immediately (inconsistent names ignored)

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Variable names for linear system analysis

Degrees of freedom

1B1	$\beta_o^{(i)} \beta_{1c}^{(i)} \beta_{1s}^{(i)} \dots \beta_{N/2}^{(i)}$	bending	rotor #1
·			
·			
1B15			
1T1	$\theta_o^{(i)} \theta_{1c}^{(i)} \theta_{1s}^{(i)} \dots \theta_{N/2}^{(i)}$	pitch/torsion	
·			
·			
1T9			
1BGC	β_{GC}	gimbal/teeter	
1BGS	β_{GS}		
PSIS	ψ_S	rotor speed	
1LU	λ_u	inflow	
1LX	λ_x		
1LY	λ_y		
2B1	$\beta_o^{(i)} \beta_{1c}^{(i)} \beta_{1s}^{(i)} \dots \beta_{N/2}^{(i)}$	bending	rotor #2
·			
·			
2B15			
2T1	$\theta_o^{(i)} \theta_{1c}^{(i)} \theta_{1s}^{(i)} \dots \theta_{N/2}^{(i)}$	pitch/torsion	
·			
·			
2T9			
2BGC	β_{GC}	gimbal/teeter	
2BGS	β_{GS}		
PSII	ψ_I	rotor speed	
2LU	λ_u	inflow	
2LX	λ_x		
2LY	λ_y		
PHIF	ϕ_F	rigid body	airframe
THTF	θ_F		
PSIF	ψ_F		
XF	x_F		
YF	y_F		
ZF	z_F		

QF1	q_{s_k} $(k \geq 7)$	flexible body	airframe
$\vdots$			
QF10			
PSIE	Ψ_e	engine speed	
TGOV	$\Delta\theta_T$	governor	
1GOV	$\Delta\theta_{govr_1}$		
2GOV	$\Delta\theta_{govr_2}$		

Control variables

1C0	θ_o θ_{1c} θ_{1s} ... $\theta_{N/2}$	rotor #1
1C1C		
1C1S		
1C4		
$\vdots$		
1C8		
2C0	θ_o θ_{1c} θ_{1s} ... $\theta_{N/2}$	rotor #2
2C1C		
2C1S		
2C4		
$\vdots$		
2C8		
DELF	δ_f	airframe
DELE	δ_e	
DELA	δ_a	
DELR	δ_r	
CT	θ_t	
DELO	δ_o	pilot
DELC	δ_c	
DELS	δ_s	
DELP	δ_p	
DELT	δ_t	

Gust components

UG u_G

VG v_G

WG w_G

For the rotor names, the leading character (1 or 2) is replaced as follows, depending on the helicopter configuration

CONFIG = 0   blank (left justified)

            1   M or T

            2   F or R

            3   R or L (OPSYMM = 0)

            3   S or A (OPSYMM $\neq$ 0)

For a two bladed rotor, BGC is replaced by BT

For first order degrees of freedom, the only state is the velocity, hence it is the velocity that will be plotted

Namelist NLSTAB

NPRNTP	integer parameter controlling performance print during stability derivative calculation: LE 0 to suppress
NPRNTL	integer parameter controlling loads print during stability derivative calculation: LE 0 to suppress
ITERS	number of wake influence coefficient/motion and forces iterations
OPLMDA	integer parameter controlling induced velocity calculation: if 0, update influence coefficients and inflow; if 1, suppress influence coefficient update; if 2, suppress inflow update (and influence coefficient update)
DELTA	control and motion increment for stability derivative calculation (dimensionless)

DOF(7) integer vector defining degrees of freedom, 0 if not used; order: ϕ_F, Θ_F, Ψ_F, x_F, y_F, z_F, Ψ_s

CON(16) integer vector defining control variables, 0 if not used; order:

        rotor #1 Θ_o Θ_{1c} Θ_{1s}
        rotor #2 Θ_o Θ_{1c} Θ_{1s}
        airframe δ_f δ_e δ_a δ_r Θ_t
        pilot δ_o δ_c δ_s δ_p δ_t

GUS(3) integer vector defining gust components, 0 if not used; order: u_G, v_G, w_G

OPPRNT(4) integer parameters controlling stability derivative print, EQ 0 to suppress:
        (1) rotor coefficient form, dimensionless
        (2) rotor coefficient form, dimensional
        (3) stability derivative form, dimensionless
        (4) stability derivative form, dimensional

KCSAS	lateral SAS gain, $K_c = - \delta\delta_c/\delta\phi_F$ (deg/deg)
KSSAS	longitudinal SAS gain, $K_s = \delta\delta_s/\delta\Theta_F$ (deg/deg)
TCSAS	lateral SAS lead time τ_c (sec)
TSSAS	longitudinal SAS lead time τ_s (sec)

EQTYPE(12)   integer parameter specifying equations to be
                analyzed, EQ 0 to suppress

                           with $\dot{\psi}_s$, with SAS
                (1)   complete
                (2)   symmetric
                (3)   antisymmetric
                           with $\dot{\psi}_s$, without SAS
                (4)   complete
                (5)   symmetric
                (6)   antisymmetric
                           without $\dot{\psi}_s$, with SAS
                (7)   complete
                (8)   symmetric
                (9)   antisymmetric
                           without $\dot{\psi}_s$, without SAS
                (10)   complete
                (11)   symmetric
                (12)   antisymmetric

ANTYPE(5)   integer parameter specifying tasks in linear system
                analysis, EQ 0 to suppress
                (1)   eigenanalysis
                (2)   transfer function printer-plot
                (3)   time history printer-plot
                (4)   rms gust response
                (5)   numerical integration of transient

                Eigenanalysis

NSYSAN   calculation control: 0 for eigenvalues, 1 for eigenvalues
                and eigenvectors; 10 or 11 for zeros as well

NSTEP   static response calculated if NE 0

NFREQ   number of frequencies for which frequency response
                calculated; LE 0 to suppress; maximum 100

FREQ(NFREQ)   vector of frequencies (per rev)

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Transfer function printer-plot

NBPLOT   calculation method: if 1, from matrices; if 2, from poles and zeros

NAMEXP(NXPLT)   vector of variable names to be plotted (inconsistent names ignored)

NAMEVP(NVPLT)   vector of control names to be plotted (inconsistent names ignored)

NXPLT   number of degrees of freedom to be plotted; maximum 7

NVPLT   number of controls to be plotted; maximum 19

NDPLT   frequency steps per decade

NFOPLT   exponent (base 10) of beginning frequency

NF1PLT   exponent (base 10) of end frequency

$$(\text{maximum } NF = (NF1PLT - NFOPLT) * NDPLT + 1 = 151)$$

MSPLT   magnitude plot scale: if 1, plot relative maximum value; if 2, plot relative $10^{**}K$; if 3, plot relative 10.

Time history printer-plot

NTPLOT   control input type: 1 for step, 2 for impulse, 3 for cosine impulse, 4 for sine doublet, 5 for square impulse, 6 for square doublet

PERPLT   period T for impulse or doublet (sec)

DTPLT   time step (sec)

TMXPLT   maximum time (sec); maximum NXPLT*NVPLT*TMXPLT/DTPLT = 7200

NXPLT   number of degrees of freedom to be plotted; maximum 7

NVPLT   number of controls to be plotted; maximum 19

NAMEXP(NXPLT)   vector of variable names to be plotted (inconsistent names ignored)

NAMEVP(NVPLT)   vector of control names to be plotted (inconsistent names ignored)

Rms gust response

LGUST(MG)   real vector of gust correlation lengths: GT 0., dimensional length L ($\tau_G = L/2V$); EQ 0., set L = 400.; LT 0., magnitude is dimensionless correlation time τ_G (frequency $\omega = \Omega/\tau_G$)

MGUST(MG)   real vector of gust component relative magnitudes

MG = number of gust components, maximum 3

NAMEXA(MACC)   vector of names of degrees of freedom for which
                 acceleration calculated; last 3 equal ACCB for body
                 axis acceleration (all 3 or none) (inconsistent names
                 ignored)

FREQA(MACC)   vector of acceleration break frequencies (Hz); 2/rev
                 used if LT 0.; same order as NAMEXA

MACC   number of accelerometers; LE 0 for none; maximum 10

                 location of point at which body axis acceleration
                 calculated (ft or m)

FSACC   fuselage station

BLACC   butt line

WLACC   waterline

                 Numerical integration of transient

TSTEP   time step in numerical integration (sec)

TMAX   maximum time in numerical integration (sec)

NPRNTT   integer parameter n: transient print every n-th
                 integration step; LE 0 to suppress

OPPLOT   integer parameter controlling printer plot of body
                 motion: EQ 0 to suppress

DOFPLT(21)   integer vector designating variables to be plotted,
                 EQ 0 if not plotted; order:

$$\phi_F \;\; \theta_F \;\; \psi_F \;\; x_F \;\; y_F \;\; z_F \;\; \psi_S \;\; \dot\phi_F \;\; \dot\theta_F \;\; \dot\psi_F \;\; \dot x_F \;\; \dot y_F \;\; \dot z_F \;\; \dot\psi_S \;\; \ddot\phi_F \;\; \ddot\theta_F \;\; \ddot\psi_F \;\; \ddot x_F \;\; \ddot y_F \;\; \ddot z_F \;\; \ddot\psi_S$$

OPTRAN   see namelist NLTRAN

CTIME

CMAG(5)

GTIME

GMAG(3)

GDIST( )

VELG

PSIG

OPGUST(3)

Variable names for linear system analysis

Degrees of freedom

PHIF	ϕ_F	rigid body
THTF	θ_F	
PSIF	ψ_F	
XF	x_F	
YF	y_F	
ZF	z_F	
PSIS	ψ_S	rotor speed

Control variables

1C0	θ_o	rotor #1
1C1C	θ_{1c}	
1C1S	θ_{1s}	
2C0	θ_o	rotor #2
2C1C	θ_{1c}	
2C1S	θ_{1s}	
DELF	δ_f	aircraft
DELE	δ_e	
DELA	δ_a	
DELR	δ_r	
CT	θ_t	
DELO	δ_o	pilot
DELC	δ_c	
DELS	δ_s	
DELP	δ_p	
DELT	δ_t	

Gust components

UG	u_G
VG	v_G
WG	w_G

For the rotor control names, the leading character (1 or 2)
is replaced as follows, depending on the helicopter configuration
CONFIG = 0   blank (left justified)
        1   M or T
        2   F or R
        3   R or L

For first order degrees of freedom the only state is the
velocity; hence it is the velocity that will be plotted

Namelist NLTRAN

NPRNTT   integer parameter n: transient/performance/loads print every n-th integration step; LE 0 to suppress

NPRNTP   integer parameter controlling performance print: LE 0 to suppress

NPRNTL   integer parameter controlling loads print: LE 0 to suppress

NRSTRT   integer parameter n: restart file written only every n-th integration step; LE 0 to suppress

TSTEP   time step in numerical integration (sec)

TMAX   maximum time in numerical integration (sec)

ITERT   number of wake influence coefficients/motion and forces iterations

CFLMDA   integer parameter controlling induced velocity calculation: if 0, update influence coefficients and inflow; if 1, suppress influence coefficient update; if 2, suppress inflow update (and influence coefficient update)

DOF(7)   integer vector defining degrees of freedom in numerical integration; EQ 0 to suppress acceleration; order: ϕ_F, Θ_F, ψ_F, x_F, y_F, z_F, ψ_S

OPSAS   integer parameter controlling use of SAS: EQ 0 to suppress

KCSAS   lateral SAS gain, $K_c = -\partial \delta_c/\partial \phi_F$ (deg/deg)

KSSAS   longitudinal SAS gain, $K_s = \partial \delta_s/\partial \Theta_F$ (deg/deg)

TCSAS   lateral SAS lead time τ_c (sec)

TSSAS   longitudinal SAS lead time τ_s (sec)

OPPLOT   integer parameter controlling printer plot of body motion: EQ 0 to suppress

DOFPLT(21)   integer vector designating variables to be plotted; EQ 0 for not plotted; order:

$$\phi_F \;\; \Theta_F \;\; \psi_F \;\; x_F \;\; y_F \;\; z_F \;\; \psi_S \;\;\; \dot{\phi}_F \;\; \dot{\Theta}_F \;\; \dot{\psi}_F \;\; \dot{x}_F \;\; \dot{y}_F \;\; \dot{z}_F \;\; \dot{\psi}_S \;\;\; \ddot{\phi}_F \;\; \ddot{\Theta}_F \;\; \ddot{\psi}_F \;\; \ddot{x}_F \;\; \ddot{y}_F \;\; \ddot{z}_F \;\; \ddot{\psi}_S$$

Transient gust and control

OPTRAN	integer parameter specifying transient option; 1 for control; 2 for uniform gust; 3 for convected gust
CTIME	period T for control (sec)
CMAG(5)	control magnitude $\vec{v}_{P_0} = (\delta_0 \quad \delta_c \quad \delta_s \quad \delta_p \quad \delta_t)^T$ (deg)

defines cosine control transient with period T and magnitude $\vec{v}_{P_0}$

GTIME	period T for uniform gust (sec)
GMAG(3)	gust magnitude $\vec{g}_0 = (u_G \quad v_G \quad w_G)^T$ (ft/sec or m/sec)

defines cosine uniform gust transient with period T and magnitude $\vec{g}_0$

GDIST(2)	lengths for convected gust (ft or m)
	(1) wavelength L
	(2) starting position L_0
VELG	gust convection velocity V_g (ft/sec or m/sec)
PSIG	azimuth angle of convected gust wave front ψ_g (deg)
OPGUST(3)	integer parameters defining convected gust model
	(1) EQ 0 to not use V_a
	(2) rotor #1: 0 for gust at hub, 1 for over disk
	(3) rotor #2: 0 for gust at hub, 1 for over disk

defines cosine convected gust transient with wavelength L and magnitude $\vec{g}_0$; for $L_0 = R$ the wave starts at edge of rotor disk, for $L_0 = 0$. the wave starts at hub -- assuming the aircraft center of gravity is directly below the hub; convected at rate V_g relative to moving aircraft if V_a is not used, at rate V_g relative to fixed frame if V_a is used

Transient gust and control subroutines

The subroutine CONTRL calculates the transient control time history, $C(t)$. The subroutine GUSTU calculates the uniform gust time history, $G(t)$. The subroutine GUSTC calculates the convected gust wave shape, $G(x_g)$. The subroutines presently calculate a cosine-impulse gust:

CONTRL $\qquad C(t) = \frac{1}{2}(1 - \cos 2\pi t/T)$

GUSTU $\qquad G(t) = \frac{1}{2}(1 - \cos 2\pi t/T)$

GUSTC $\qquad G(x_g) = \frac{1}{2}(1 - \cos 2\pi(x_g - L_o)/L)$

Other transients may be used by replacing these subroutines as required.

Namelist Inputs for Old Job (Restart)

Namelist NLTRIM

ANTYPE(3)

OPREAD(10)

DEBUG(25)

NPRNTI

Namelist NLFLUT

ANTYPE(4)

NSYSAN
:
:
NAMEXR(3)

Namelist NLSTAB

OPPRNT(4)

KCSAS

KSSAS

TCSAS

TSSAS

EQTYPE(12)

ANTYPE(5)

NSYSAN
:
:
OPGUST(3)

Namelist NLTRAN

NPRNTT

NPRNTP

NPRNTL

NRSTRT

TMAX

7. NOTES ON PRINTED OUTPUT

This section presents notes on the printed output of the program, particularly regarding the units of the variables appearing in the output.

Print of Performance (Program PERF)

Operating condition:

    a) motion: 1st number dimensionless, 2nd number dimensional

        1) velocity = ft/sec or m/sec

        2) dynamic pressure, $q = lb/ft^2$ or N/m^2

        3) weight, C_W/σ = lb or N

        4) body motion = deg/sec, ft/sec or m/sec

        5) $\ddot{z} = ft/sec^2$ or m/sec^2

        6) $\dot{\psi}_s$ = rpm

    b) body orientation and controls in deg

Circulation convergence:

    a) tolerance, CG/S in C_T/σ form

    b) G/E = ratio error to tolerance ($\leqslant$ 1. if converged)

Motion convergence:

    a) tolerance, BETA (etc) in deg

    b) BETA/E (etc) = ratio error to tolerance ($\leqslant$ 1. if converged)

Airframe performance: section 4.2.6

    a) aerodynamic loads: dimensional

    b) components

        1) angles in deg

        2) loads, q dimensional

        3) induced velocity, total velocity dimensionless

Gust velocity: dimensionless

System power:

    a) dimensional (HP); number in parentheses is percent total power

    b) climb power = $V_c W$

System efficiency parameters:

- a) gross weight, W = lb or N
- b) drag-rotor = $D_r = (P_i + P_o)/V$; D/q-rotor = $D_r/\frac{1}{2}\rho V^2$;
  L/D-rotor = W/D_r
- c) drag-total = $D_{total} = P_{total}/V$; D/q-total = $D_{total}/\frac{1}{2}\rho V^2$;
  L/D-total = W/D_{total}
- d) figure of merit = $M = 1 - P_{non-ideal}/P_{total}$

Print of Rotor Loads (Program LOADR1)

Print aerodynamics (function r and ψ)

- a) dimensionless quantities generally, angles in degrees
- b) induced velocity in nonrotating shaft axes (λ_x, $-\lambda_y$, $-\lambda_z$)
- c) interference induced velocity is that due to other rotor
- d) gust components in velocity axes

$Force/c_{mean}$ (dimensionless):

$$L/C = \tfrac{1}{2}U^2(c/c_{mean})c_\ell = L/c_{mean}$$

$$D/C = \tfrac{1}{2}U^2(c/c_{mean})c_d = D/c_{mean}$$

$$M/C = \tfrac{1}{2}U^2(c^2/c_{mean})c_m = M/c_{mean}$$

$$DR/C = \tfrac{1}{2}U^2(c/c_{mean})c_{d_{radial}} = D_{radial}/c_{mean}$$

$$FZ/C = CT/S = F_z/c_{mean} = d(C_T/\sigma)/dr$$

$$FX/C = F_x/c_{mean}$$

$$MA/C = M_a/c_{mean}$$

$$FR/C = F_r/c_{mean}$$

$$FRT/C = \widetilde{F}_r/c_{mean}$$

Forces (dimensional)

$$L \quad = \text{section lift} \qquad\qquad \text{(lb/ft or N/m)}$$

$$D \quad = \text{section drag} \qquad\qquad \text{(lb/ft or N/m)}$$

$$M \quad = \text{section pitch moment} \qquad \text{(ft-lb/ft or m-N/m)}$$

$$DR \quad = \text{section radial drag} \qquad \text{(lb/ft or N/m)}$$

$$FZ \quad = F_z = dT/dr \qquad\qquad \text{(lb/ft or N/m)}$$

$$FX \quad = F_x \qquad\qquad\qquad\qquad \text{(lb/ft or N/m)}$$

$$MA \quad = M_a \qquad\qquad\qquad\qquad \text{(ft-lb/ft or m-N/m)}$$

$$FR \quad = F_r \qquad\qquad\qquad\qquad \text{(lb/ft or N/m)}$$

$$FRT \quad = \tilde{F}_r \qquad\qquad\qquad\qquad \text{(lb/ft or N/m)}$$

Blade section power: section 5.2.1

$$CP/S \quad = \quad d(C_P/\sigma)/dr$$

$$P \qquad = \qquad \text{section power (HP/ft or HP/m)}$$

Print During Stability Derivative Calculation (Program STABM)

    a)   increment: 1st number dimensionless, 2nd number dimensional

    b)   motion and controls: 1st number dimensionless, 2nd number
        dimensional

        1)   angular velocity = deg/sec

        2)   linear velocity, gust velocity = ft/sec or m/sec

        3) $\dot{\psi}_s$ = rpm

        4) $\ddot{z}_F$ = ft/sec^2 or m/sec^2

        5)   controls = deg

    c)   generalized forces: moments and forces in $\gamma 2C/\sigma a$ form
        (rotor #1 parameters, body axes); torque in $-\gamma C_Q/\sigma a$
        form (rotor #1 parameters)

Print of Stability Derivatives (Program STABD)

Options:

    a)   rotor coefficient form, $M^*X = \gamma 2C/\sigma a$

    b)   stability derivative form, X (acceleration)

    c)   dimensionless or dimensional

Dimensions:

    a) force or moment

	forces	moments	torque
M^*X form	$\frac{1}{2}NI_b\Omega^2/R$	$\frac{1}{2}NI_b\Omega^2$	$NI_b\Omega^2$
X form	$\Omega^2 R$	Ω^2	Ω^2
	(FF)	(FM)	(FQ)

    b) subscripts

        acceleration $(\ddot{z})$ $= \Omega^2 R$ (FA)

        angular velocity $= \Omega$

        linear velocity $= \Omega R$ (FV)

        controls $= 57.3$

        gust velocity $= \Omega R$ (FV)

Print During Flight Dynamics Numerical Integration (Program STABP)

    a) controls in deg

    b) gust velocity: 1st number dimensionless, 2nd number dimensional

    c) aircraft motion: 1st number dimensionless, 2nd number dimensional

        1) displacement = deg, ft or m

        2) velocity = deg/sec, ft/sec or m/sec

        3) acceleration = deg/sec^2, g

        4) inertial axes = deg/sec, g

Print Transient Solution (Program TRANT)

    a) controls in deg

    b) gust velocity dimensional

    c) aircraft motion: 1st number dimensionless, 2nd number dimensional

        1) displacement = deg, ft or m

        2) velocity = deg/sec, ft/sec or m/sec

        3) acceleration = deg/sec^2, g

        4) inertial axes = deg/sec, g

d) generalized forces: moments and forces in $\gamma 2C/\sigma a$ form
   (rotor #1 parameters, body axes); torque in $-\gamma C_Q/\sigma a$
   form (rotor #1 parameters)

8. UNITS

The program will work with English or metric (SI) units for input and output. Some of the input parameters and most of the internal program parameters are dimensionless (based on the rotor radius, the rotor rotational speed, and the air density). The units for input and output parameters are based on the consistent mass-length-time system (foot-slug-second or meter-kilogram-second), with the following exceptions:

    a) The aircraft gross weight is input in pounds or kilograms.

    b) The aircraft velocity is input in knots for both systems of units (alternatively the dimensionless speed can be input).

    c) Power is output in horsepower for both systems of units.

The "dimensional" output for angles is in degrees; the "dimensionless" form for angles is in radians.

9. AIRFOIL TABLE PREPARATION

This section describes a program that constructs airfoil table files in the form required by the rotor analysis. The program will also print or printer-plot the airfoil data in the file being created or in an existing file. The airfoil tables are constructed using either analytical expressions or an airfoil table deck (in C81 format). The subprogram functions and namelist input labels are summarized below.

Subprogram
Name

MAINTB	Airfoil table preparation (main program)
AEROT	Interpolate airfoil tables
AEROPP	Printer-plot airfoil aerodynamic characteristics

Namelist
Label

NLTABL	Table and print/plot data
NLCHAR	Airfoil characteristics data

The structure of a job to run the airfoil table preparation program is defined below. The basic structure consists of the following steps:

1) Airfoil file definition

2) Main program call

3) Title card

4) Namelist NLTABL

5) For each radial station (OPREAD $\neq$ 0), either

    a) Namelist NLCHAR (OPREAD = 1)

    b) Airfoil table card deck (OPREAD = 2)

Sample jobs are presented below.

Create airfoil table using analytical expressions.

```
DDEF FT40F001,,AIRFOIL
CALL MAINPROG
title card
&NLTABL table data,NFAF=40,OPREAD=1,&END
&NLCHAR airfoil characteristics data,&END
%END
```

Create airfoil table using C81 format airfoil card deck

```
     DDEF FT40F001,,AIRFOIL
     CALL MAINPROG
     title card
      &NLTABL table data,NFAF=40,OPREAD=2,&END
      .
      .
     airfoil card deck
      .
      .
     %END
```

Print and plot airfoil table data

```
     DDEF FT40F001,,AIRFOIL
     CALL MAINPROG
     blank card
      &NLTABL output data,NFAF=40,OPREAD=0,&END
     %END
```

The following pages described the input variables and data for the airfoil table preparation program.

First Card

TITLE(20)   title (80 characters); blank card for OPREAD EQ 0

Namelist NLTABL

	angle of attack boundaries
NAB	number of boundaries, N_a; maximum 20
NA(NAB)	indicies at boundaries, n_k
A(NAB)	$\propto$ at boundaries (deg, -180° to 180°)
	Mach number boundaries
NMB	number of boundaries, N_m; maximum 20
NM(NMB)	indicies at boundaries, n_k
M(NMB)	M at boundaries (0. to 1.)
	radial segments
NRB	number of segments, N_r; maximum 10
R(NRB+1)	boundaries of segments (R(1)=0., R(NRB+1)=1.)

maximum NAB*NMB*NRB = 5000

OPPRNT(3)	integer parameter controlling output; EQ 0 to suppress; default value is 1
	(1) interpolate and print
	(2) interpolate and plot
	(3) list tables
NMPRNT	number of Mach number values for print and plot; maximum 10
MPRNT(NMPRNT)	Mach number values for print and plot
NAPRNT	number of angle of attack values for print; maximum 60
APRNT(NAPRNT)	angle of attack values (deg)
NFAF	unit number for airfoil table file (default 40)
OPREAD	integer parameter: EQ 0 to read airfoil table and print data only; EQ 1 to create airfoil table using analytical expressions, write airfoil file, and print data (default); EQ 2 to create airfoil table using C81 format airfoil card deck, write airfoil file, and print data

Namelist NLCHAR (for each radial station; if OPREAD = 1)

CLA	$a = c_{l_\alpha}$ at $M = 0$ (per rad) (default 5.7)
MDIV	lift divergence Mach number M_{div} (default .75)
CLMAX	$c_{l_{max}}$ at $M = 0$ (default 1.2)
FSTALL	factor f_s for $c_{l_{max}}$ (default 0.5)
MSTALL	Mach number M_s for $c_{l_{max}}$ (default 0.4)
GSTALL	factor g_s for stall c_l (default 1.2)
HSTALL	factor h_s for stall c_l (default 0.4)
CLF	c_{l_f} for stall c_l (default 1.12)
CMAC	$c_{m_{ac}}$ (default 0.)
CMS	c_{m_s} (default -0.07)
DELO	δ_0 (default 0.0084)
DEL1	δ_1 (default -0.0102)
DEL2	δ_2 (default 0.384)
DCDDM	$\partial c_d / \partial M$ (default 0.65)
MCRIT	critical Mach number at $\alpha = 0$ (default 0.83)
ACRIT	critical Mach number zero at $\alpha = \alpha_{crit}$ (default 33.)
ALFD	drag stall angle (deg) (default 10.)
CDF	c_{d_f} for stall c_d (default 2.05)

<u>Airfoil Card Deck</u> (for each radial station; if OPREAD = 2)

I.   Header

a) Card 1, format (30A1,6I2)

title, 30 alphanumeric characters
NML, number of Mach number entries in c_{ℓ} table
NAL, number of angle of attack entries in c_{ℓ} table
NMD, number of Mach number entries in c_d table
NAD, number of angle of attack entries in c_d table
NMM, number of Mach number entries in c_m table
NAM, number of angle of attack entries in c_m table

II. Lift Coefficient Table

b) Card 2, format (7X,9F7.0); 2 or more cards if NML $\geq$ 10

Mach numbers M_1 to M_{NML}

c) Card 3a, format (F7.0,9F7.0)

angle of attack, α_1

lift coefficients c_{ℓ} at M = M_1 to M_{NML} or M_9

Card 3b, format (7X,9F7.0); 1 or more cards if NML $\geq$ 10

lift coefficients c_{ℓ} at M = M_{10} to M_{NML}

d) repeat card 3 for $\alpha = \alpha_1$ to α_{NAL}

III. Drag Coefficient Table

e-g) format as for lift coefficient table

IV. Moment Coefficient Table

h-j) format as for lift coefficient table

V.   Parameter Limits

a) M_1 = 0; data extrapolated for M > M_{NM}; Mach numbers in sequential order

b) α_1 = -180°, α_{NA} = 180°; angles of attack in sequential order

c) NM $\geq$ 2, NA $\geq$ 2 for lift, drag, and moment

d) (NM+1)(NA+1) $\leq$ 501 for lift, 1101 for drag, 576 for moment

-90-

For OPREAD = 1, the program calculates representative airfoil characteristics using the following expressions (refer to the accompanying figures).

A) Below stall

$$c_{l_\alpha} = \begin{cases} a/\sqrt{1-M^2} & M < M_{div} \\ a(1-M)/((1-M_{div})\sqrt{1-M_{div}^2}) & M_{div} < M < M_{div}+.1 \\ a\left[(1-M)/((1-M_{div})\sqrt{1-M_{div}^2} \right. & M < M_{div}+.1 \\ \quad \left. + (M-M_{div}-.1)/(1-M_{div}-.1)\right] \end{cases}$$

$$c_l = c_{l_\alpha}\alpha$$

$$c_m = c_{m_{ac}}$$

$$c_d = \delta_0 + \delta_1\alpha + \delta_2\alpha^2 + \Delta c_d$$

$$\Delta c_d = \max(0, \ \delta c_d/\delta M \ (M-M_c))$$

$$M_c = \max(0, M_{crit}(1- |\alpha|/\alpha_{crit}))$$

B) Stall angle

$$c_{l_s} = c_{l_{max}} \min\left(1, \ \frac{(1-M) + f_s(M-M_s)}{1-M_s}\right)$$

$$\alpha_s = c_{l_s}/c_{l_\alpha}$$

C) Stalled lift ($|\alpha| > \alpha_s$)

$$c_l = \text{sign}(\alpha) \max\left[\frac{(g_s\alpha_s - |\alpha|)c_{l_s} + (|\alpha|-\alpha_s)h_s c_{l_s}}{g_s\alpha_s - \alpha_s}, \right.$$
$$\left. \max\left(h_s c_{l_s}, \ c_{l_f}\sin 2|\alpha|\right)\right]$$

$$c_l = c_{l_f}\sin 2\alpha \qquad \text{if} \quad |\alpha| > 45^\circ$$

D) Stalled moment ($|\alpha| > \alpha_s$)

$$c_m = \begin{cases} \text{sign}(\alpha) \; \dfrac{(60-|\alpha|)c_{m_s} + (|\alpha| - \alpha_s).75c_{m_f}}{60 - \alpha_s} & |\alpha| < 60^\circ \\[3ex] \text{sign}(\alpha) \; \dfrac{(90-|\alpha|).75c_{m_f} + (|\alpha| - 60)c_{m_f}}{30} & |\alpha| > 60^\circ \end{cases}$$

$$c_{m_f} = -\tfrac{1}{4}c_d(\alpha = 90) = -\tfrac{1}{4}(c_d(\alpha = \alpha_d) + c_{d_f})$$

E) Stalled drag ($|\alpha| > \alpha_a$)

$$c_d = c_d(\alpha = \alpha_d) + c_{d_f} \; \sin\left(\frac{|\alpha| - \alpha_d}{90 - \alpha_d} \; 90\right)$$

F) Reverse flow ($|\alpha| > 90$)

use effective angle of attack and account for moment axis shift

$$\alpha_e = \alpha - \pi \; \text{sign} \alpha$$

$$c_m = c_m + (\tfrac{1}{2}\cos\alpha_e)c_\ell + (\tfrac{1}{2}\sin\alpha_e)c_d$$

-92-
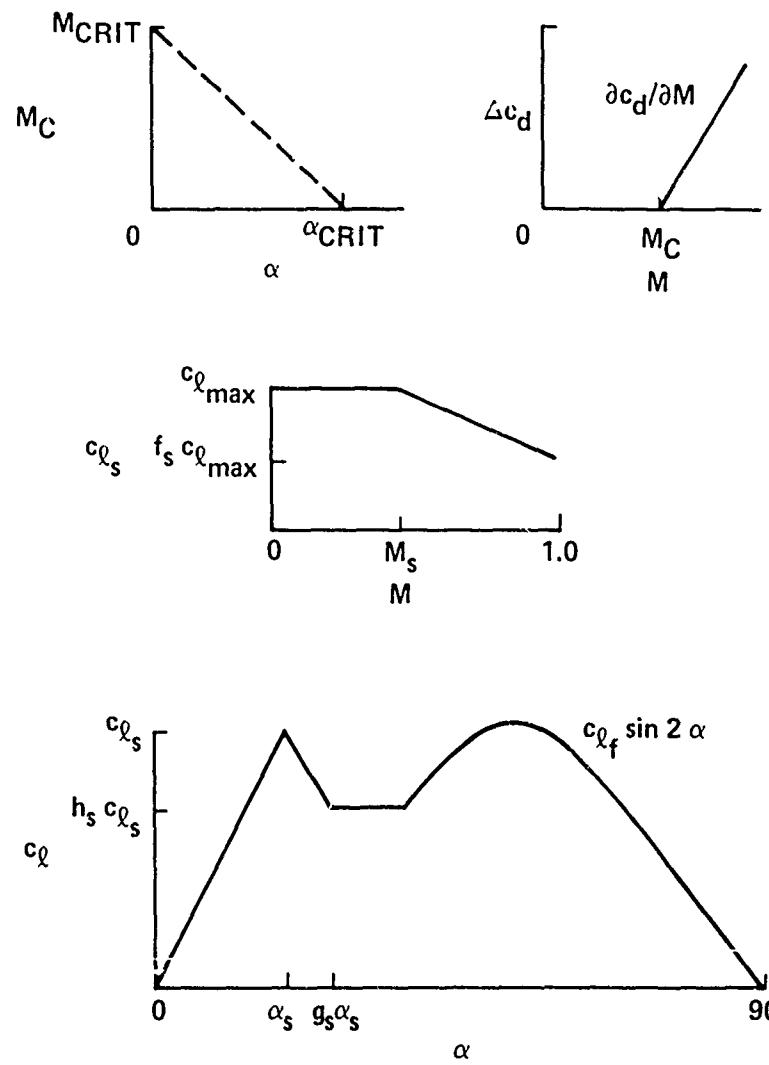
a. Lift and drag information

Fig. 1.- Airfoil Characteristics

$$c_m (\alpha = 90) = -\tfrac{1}{4} c_d (\alpha = 90)$$
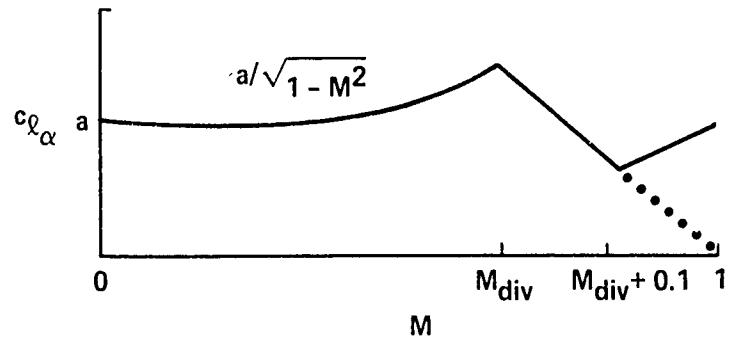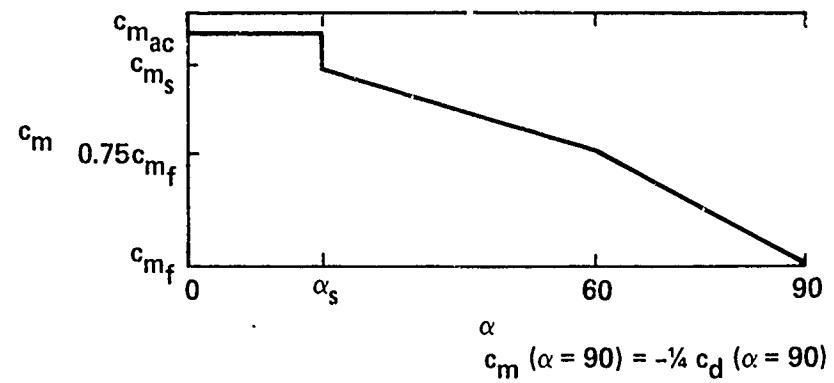
b. Moment and lift curve slope

Fig. 1.- Concluded

1 Report No NASA TM-81183 AVRADCOM Tech. Rep. 80-A-6 $AD \cdot AC9C\ 288$	2. Government Accession No	3 Recipient's Catalog No		
4 Title and Subtitle A COMPREHENSIVE ANALYTICAL MODEL OF ROTORCRAFT AERODYNAMICS AND DYNAMICS: PART II: USER'S MANUAL		5. Report Date		
		6 Performing Organization Code		
7 Author(s) Wayne Johnson		8 Performing Organization Report No A-8101		
9 Performing Organization Name and Address Ames Research Center and Aeromechanics Laboratory AVRADCOM Research and Technology Laboratories Moffett Field, CA 94035		10. Work Unit No 505-42-21		
		11. Contract or Grant No.		
12 Sponsoring Agency Name and Address National Aeronautics and Space Administration Washington, D.C. 20546 and U.S. Army Aviation Research and Development Command St. Louis, MO 63166		13 Type of Report and Period Covered Technical Memorandum		
		14. Sponsoring Agency Code		
15 Supplementary Notes				

16 Abstract

The use of a comprehensive analytical model of rotorcraft aerodynamics and dynamics is described. This analysis is designed to calculate rotor performance, loads, and noise; the helicopter vibration and gust response; the flight dynamics and handling qualities; and the system aeroelastic stability. The analysis is a combination of structural, inertial, and aerodynamic models, that is applicable to a wide range of problems and a wide class of vehicles. The analysis is intended for use in the design, testing, and evaluation of rotors and rotorcraft, and to be a basis for further development of rotary wing theories. This report describes the use of the computer program that implements the analysis.

17 Key Words (Suggested by Author(s)) Helicopter analysis Rotor aerodynamics Rotor dynamics	18 Distribution Statement Unlimited Star Category - 01		
19 Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 97	22. Price* $6.00

*For sale by the National Technical Information Service, Springfield, Virginia 22161